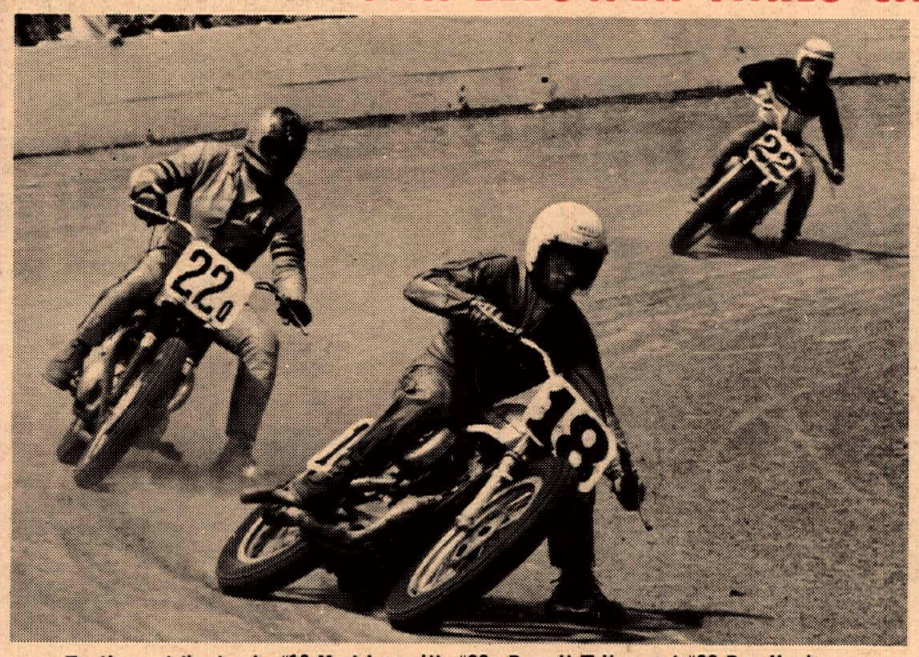
THE MOTORCYCLE ENTHUSIAST'S WEEKLY NEWSPAPER VOLUME V NUMBER 29 August 15, 1968

CYCLE NEWS

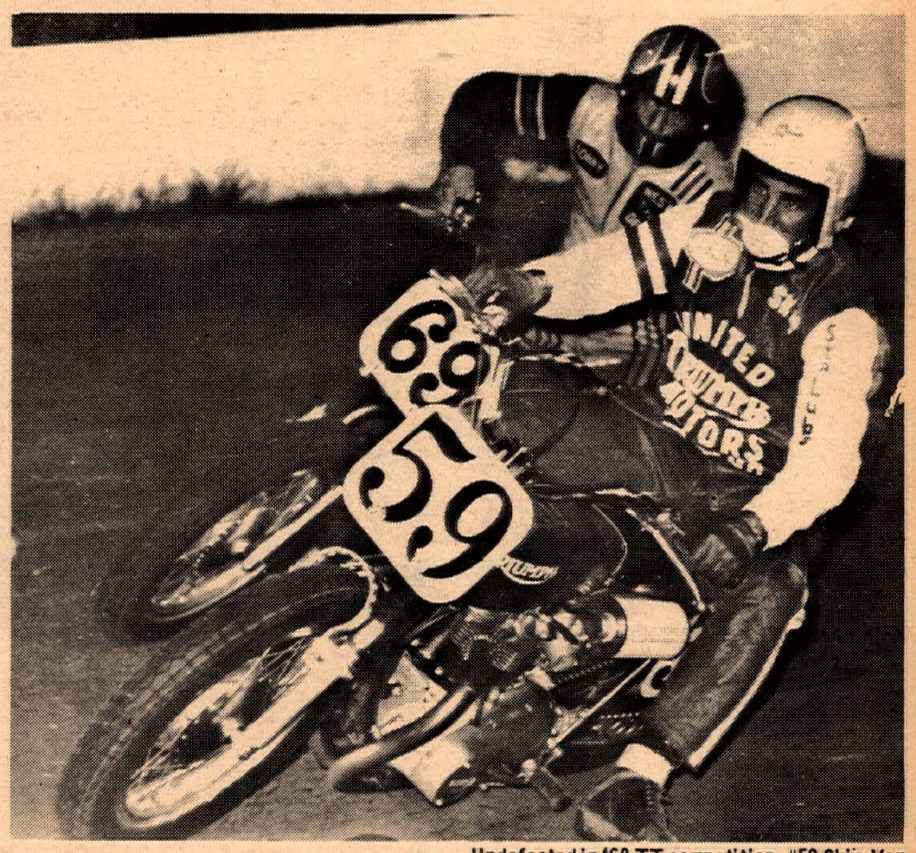
WEST 25¢

FEATURING: *Castle Rock TT National Ridge Runners Tire Club Big Bear Tour Balboa Park Road Racing in Texas Bakersfield Sprockets Scrambles Ascot Flattrack Speedway Racing*

VAN LEEUWEN TAKES CASTLE ROCK TT NATIONAL



Feeling out the track, #18 Mert Lawwill, #22q Darrell Triber and #22 Dan Haaby.



Undefeated in '68 TT competition, #59 Skip Van Leeuwen kept his record intact at Castle Rock Nat'l. Here he battles with #69 Sonny Burres.

By J.K. Lacey

Photos by Vic Ebbutt, Don Abrahamson & Phil Gearhart

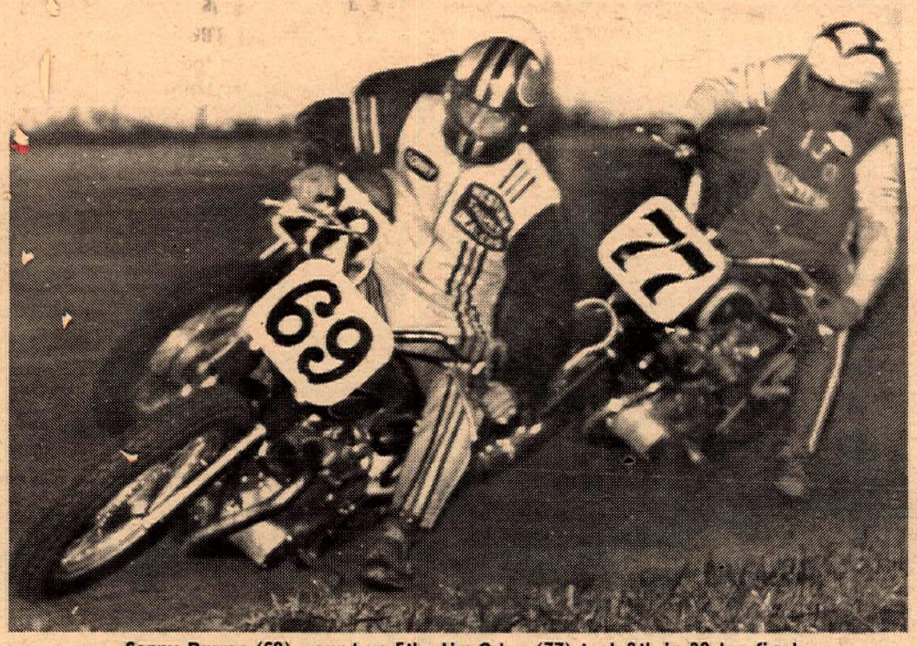
CASTLE ROCK, Wash., July 20 – Perfect weather and better than ten thousand screaming fans jammed the fairgrounds at Castle Rock, Wash., to see the Amateurs and Experts vie for the $6,000 purse, the National points, and for only one of them to become the 1968 Champ.

With the sun starting to dip towards the beautiful Washington Coast-range mountains, time trials for the Experts began. Fifty-five Experts were on hand but only the fastest forty-eight would go to the heat races and it seemed as if half took a wave-off of their first time for a second go. Skip Van Leeuwen went out and posted fast time but this only lasted long enough for Sonny Burres (Tri), the 1967 National high-point TT rider, to make one circuit. His time of 25.91 withstood the onslaught and he collected $100 and a Castrol jacket. Eddie Wirth (BSA) and Mert Lawwill (H-D) tied for second fastest with 25.96 each, while Dick Hammer (Tri) was third and only .17 (seventeen hundreds!) off Burres' fast time with a 26.08. Hay bales had now been put on the fence after the front straight as the night before had seen many a rider punching holes in said fence, and as the night before, once again there were those who couldn't seem to get through the left-hander. First year Expert and crowd favorite Mark Williams (Tri) unloaded here during his time trial, bending one fork leg and holing his primary case.

Time trials were indeed cruel to all the number fours present; 4Q Williams crashed, 4w Harold Schnitzer (Tri), waved off with shifting problems, and National Number 4 Bart Markel waved off with his misfiring Harley. All retimed and qualified, however.

Hot Heat Races

Taking the first three finishers straight to the Main with the next three to the only semi, the four Expert heat races were real fights to the finish. Burres out-distanced Van Leeuwen in the first to have the fastest heat, Dusty Coppage (Tri), came from behind to pass Odom (Tri) and Wirth (BSA) for the second heat win. Mark Williams (after repairs) trailed Mert Lawwill (H-D) until the last lap then got under on the right-hander and led to the finish; Jim Corpe (Tri), the Mid-West TT Champion out West for the first time, came in for third and the final transfer position. Heat four saw the 1966 TT Champion Eddie Mulder lead all the way, chased by Markel and Portland 20-Mile winner Fred Nix (H-D). This event was stopped just past the half-way point when Dave Palmer (Nor) tangled with Bill Manley (Tri) on the front straight putting Manley into the wall. While his Triumph end-over-ended down the straight Manley fell back on the track and into the path of Hammer coming full steam, and while there was certainly nothing Hammer could do to keep from hitting Manley he certainly did a masterful job of not falling himself, with the roaring pack right behind. Hammer was out though; the impact of Manley and Dick's front wheel had tweaked his forks back, distorted the handlebars, not to mention his being shaken up at center-punching his good friend. Manley was taken off to the Longview Hospital but later released with a cut over one eye and bruises.



Sonny Burres (69) wound up 5th, Jim Odom (77) took 8th in 30-lap final.

Down to the one Expert Semi and it was still a hot contest with twelve riders trying for one of the first four positions to transfer to the Main Event. Grand National Champion and the current point leader in the race for this year's #1 plate, Gary Nixon, had failed to transfer to Main or Semi. This left it wide open to Cal Rayborn (H-D), who made the Semi and is running second to Gary in the point standings.

Rayborn grabbed the lead but Dan Holton (Tri) from Burien, Wash., would have no part of that and immediately took over. Dan Haaby (H-D) and Dick Mann (BSA) both moved up through the pack and Paul Bostrom (Tri) made his bid for second and passed Rayborn. Two

CONTINUED ON PAGE 8

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL SCHEDULE

JULY 27 – 50 LAP TT

NATIONAL CHAMPIONSHIP J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Ascot–Entries from AMA or District Referee. Entries close July 6.

JULY 28 – 10 MILE NATIONAL

Championship Dirt Track (1 mile) Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. – Santa Rosa Fairgrounds, Santa Rosa, Cal. $6000 purse. – Entries from AMA or District Referee.

AUGUST 4 – PROFESSIONAL

HILLCLIMB NATIONAL CHAMPIONSHIP Muskegon MC, Muskegon, Mich.–Mt. Garfield–Entrants notified by AMA.

AUGUST 4 – 110 MILE NATIONAL

CHAMPIONSHIP ROAD RACE. Floyd Clymer, 222 N. Virgil Ave., Los Angeles, Calif. Indianapolis Raceway Park, Indianapolis, Ind. Entries from AMA or District Referee.

AUGUST 11 – 25 LAP TT

NATIONAL CHAMPIONSHIP Midwest Speedways, 4600 N. 27th, Lincoln, Nebr. –Entries from AMA or District Referee. Entries Close July 21.

AUGUST 25 – 15 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK (1 mile) Scanlan's Promotions, Inc., 3001 N. 9th St., St. Joseph, Mo. – State Fairgrounds –Entries from AMA or District Referee. Entries Close Aug. 4.

SEPTEMBER 1–14 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. – San Jose track –Entries from AMA or District Referee. Entries Close Aug. 11.

SEPTEMBER 8–11 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Robert M. Day, 277 Paul Ave., Salinas, Calif.–California Rodeo grounds–Entries from AMA or District Referee. Entries Close Aug. 18.

SEPT. 15 – 25 MILE NATIONAL

J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Sacramento, Calif.–Entries from AMA or District Referee. Entries Close Aug. 25.

SEPT. 15 – 150 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Schuyler County MC, Rd 1, Cayuta, N.Y. –Schuyler & Tompkins Counties–Entries from AMA or promoting club.

SEPT. 21-22–500 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Lansing MC, P.O. Box 1293, Lansing, Mich.-Entries from AMA or promoting club.

EVERY WEDNESDAY NIGHT

SPORTSMAN SHORT TRACK RACES at Trojan Raceway, corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track entrance. Any affil. okay.

QUARTER-MILE FLATTRACK RACING at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. 125-250-Open classes, 40% purse, pits close 8 p.m. For info call (714) 528-4290.

SPORTSMAN TT RACES at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. All classes, runs in conjunction with flattrack, pits close 8 p.m. For info call (714) 528-4290.

EVERY THURSDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay.

EVERY FRIDAY NIGHT

AMA PROFESSIONAL FLATTRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

QUARTER-MILE SPORTSMAN SHORT TRACK co-sponsored by Fort Sutter & Sacramento Trackers M.C.'s at Eldorado Raceway, Sacramento, Calif. Take Jackson Rd. or Hwy. 16 to Excelsior Rd., no. 1/2 mile.

3-STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C. so. of Portland, Ore. on SE Lawnfield Rd. near Clackamas, Ore. For info contact Sidewinders, Rt. 3, Box 290-C, Oregon City, Ore.

EVERY SATURDAY NIGHT

CLASS A SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. & San Fernando Rd., Pacoima, Cal. Practice 7 p.m., races 8 p.m. $2.50 adutsl, $1.50 under 12, free under 6. Free parking. For info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal. (213) 983-1617.

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

3-STAR PROFESSIONAL TT RACE by Mt. Baker M.C. at Bellingham, Wash. AMA sanc. For info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. For info call Dick McAfee at 877-3395 in Paradise, Calif.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

1st SAT. NIGHT OF EACH MONTH

AMA PROFESSIONAL TT STEEPLECHASE RACES at Ascot Park, 183rd & Vermont, Gardena, Cal., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

EVERY SUNDAY

ONE-DAY MOTORCYCLE TOURS starting at 8 a.m. from Roehr Bros. Sportcycle Center, 317 N. Victory Blvd. (between Magnolia and Olive), Burbank, Cal. For info call (213) 842-4847.

FRIDAY, JULY 26th

PROFESSIONAL NOVICE TT at Ascot Park, 183rd & Vermont, Gardena, Cal. Short course, adm. $2.50, promoted by J.C. Agajanian. For info call (213) DA 3-5055.

SAT. & SUN., JULY 27th & 28th

ANNUAL LAGUNA MTS. OVERNIGHTER by Road Cruisers M.C., AMA San Diego pt. run at Blue Jay Lodge on Hwy. S-1 in Laguna Mts., Cleveland Nat'l Forest, Cal. For info & entries write Road Cruisers M.C., 837 Brodview, Spring Valley, Cal.

SATURDAY, JULY 27th

TT SCRAMBLES by Rogue Valley Riders M.C. at Josephine Co. Fairgrounds, Grants Pass, Ore. AMA sanc., for info contact Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. (503) 476-4018.

PROFESSIONAL AMA THREE STAR NIGHT RACE at Benton Lane Speedway near Junction City, Ore. For info contact Oregon Sportscycle, 1440 So. "A", Springfield, Ore.

SUNDAY, JULY 28th

POKER RUN by Road Runners of Santa Cruz, Cal. AMA sanc., starts 1 mi. no. of Watsonville, Cal. Sat. nite dance, etc. Contact Marshall (Woody) Wood, 234 Manfre Rd., Watsonville, ph. (408) 724-1982 for more info.

TIJUANA TT at Autodromo de Tijuana (Tijuana Speedway), Tijuana, Mexico. Open 9 a.m., race at noon. 3 mi. east Caliente Race track on Tecate Rd. For info contact Carlos Iribe, P.O. Box 2579, San Ysidro, Cal. 92023.

MOVIELAND MOTOR REVUE sponsored by Hesperians of So. Calif. at Universal Studios, Lankershim Blvd. at the Hollywood Fwy., Universal City, Cal. Open to all show-worthy vehicles in following categories: motorcycles, antiques, classics, sports cars, customs and hot rods. For into contact A World on Wheels, P.O. Box 361, Lynwood, Cal. 90262. (213) 639-5032.

MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry $5.00, post entry $10.00. Mail to P.O. Box 124, Reseda, Cal. 91335. Close July 21. AFM Nat'l. pts.

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For into write club at P.O. Box 77, Brush Prairie, Wash. 98606.

BENEFIT RUN & 8th ANNUAL M/C BLESSING by Hi-Way Kings M.C. for Rancho San Antonio Boys Town. AMA sanc., starts from Santa Monica H-D, 12418 Santa Monica Bl., Los Angeles, Cal., 8-9:30 a.m. Call (213) 246-9206.

27-MILE PONDEROSA HARE SCRAMBLES by Greyhounds M.C. at Ponderosa, Cal. Call (213) 367-2907 for info.

TT SCRAMBLES by Desert Phantoms M.C. at Adelanto, Cal. AMA sanc., Dist. 37 pts. For info call (213) 927-3860.

FRIDAY, AUGUST 2nd

SPORTSMAN SHORT TRACK by Sprockets M.C. at Bakersfield Speedway, Bakersfield, Cal. Night race.

SATURDAY, AUGUST 3rd

THREE STAR AMA PROFESSIONAL TT at Castle Rock Fairgrounds, Castle Rock, Wash. For more info contact Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

SUNDAY, AUGUST 4th

1st ANNUAL CHARITY BENEFIT MOTO-CROSS by Sage-Hoppers M.C. at Encinitas, Cal. AMA Nat'l sporting pts. For info call Bob Gooding (714) 753-2907.

EUROPEAN SCRAMBLES by Desert Challengers M.C. at Deadman's Point, off Hwy. 66 at Lucerne Valley cutoff, east to Hwy. 18 in Apple Valley, Cal. For info write club at Box 741, Apple Valley, Cal. 92307.

1st ANNUAL POKER RUN by Overlanders M.C. RRC run, call (213) 923-4107 for info.

CLASS A SPEEDWAY RACING at Trojan Raceway, corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Gates open 5 p.m., race 7 p.m. 40% purse.

TT SCRAMBLES by Ventura Co. Twin Wheelers & Oxnard Sports Festival, Hueneme Rd. & Perkins Rd., Oxnard, Cal. AMA sanc., 0-200 signup closes 8 a.m., 250-Open closes 11 a.m.

AFM PROFESSIONAL ROAD RACE at Orange Co. Int'l Raceway. $500 purse. For info call (213) 222-1303 after 6 p.m.

AUGUST 6, 7 & 8th

3rd ANNUAL PIKE PEAK TOUR, for info contact Bill Manning, 630 Cook St., Denver, Colo.

SATURDAY, AUGUST 10th

3rd ANNUAL VENICE LIBRARY MOTORCYCLE SHOW & FILMS. Share an afternoon of machines and films at the Venice Branch Library, 610 California Ave., Venice, Cal. Call Don at (213) 399-2765 for more info.

SCRAMBLES by Sprockets M.C. at Sprockets Park, Bakersfield, Cal. Night race.

SPORTSMAN "SCANDINAVIAN CHAMPIONSHIP" NIGHT RACE at Benton Lane Speedway, near Junction City, Ore. For info contact Oregon Sportscycle, 1440 So. "A", Springfield, Ore.

SUNDAY, AUGUST 11th

TT SCRAMBLES at Sunny Valley Speedway, 14 mi. no. of Grants Pass, Ore. For info contact Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. (503) 476-4018.

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77 Brush Prairie, Wash. 98606.

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PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

CALENDAR

MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry $5.00, post entry $10.00 Mail to P.O. Box 124, Reseda, Cal. 91335. Close Aug. 6. AFM Nat'l pts., charity for children's hospital.

CALICO TEAM RELAY by Hi Jinx F.M.C. Signup at Jenkins Sport Center, Norwalk, Cal. Take Barstow Fwy. to Calico Ghost Town turnoff, follow lime to dry-lake bed. 100cc max., 8:30 a.m. start. For info call (213) 864-2860.

NEVADA STATE CHAMPIONSHIP HARE SCRAMBLES by Silver City Scramblers M.C. Limbed from Stateline Cal. Nev. border on Interstate Hwy. 15. Dist. 37 rules, 9 a.m. start. For info call (702) 384-3024, Las Vegas, Nev.

MONDAY, AUGUST 12th

"OPERATION MOTORCYCLE" BLOOD BANK. Call Ken at (213) 964-2674 for info.

SUNDAY, AUGUST 18th

1/4-MILE TT SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal. AMA sanc., for more info call (916) 742-7785.

6th ANNUAL POT OF GOLD RUN by Calif. Rainbows M.C. RRC pt. run. Call (213) 430-5890 for info.

SPORTSMAN ROAD RACES presented by Southwest M/C Racing Assn. at Odessa, Texas. For info contact Races, 2507 T.C.U. Ave., San Angelo, Tex. 76901. (915) 949-1030.

AUGUST 18th THROUGH 24th

BONNEVILLE SPEED TRIALS at Bonneville Sat Flats. For more info contact Earl Flanders, 200 W. Walnut, Pasadena, Cal. 91103, (213) 681-6451. Post entries available.

SAT, & SUN., AUG. 24th & 25th

WESTERN CANADIAN CHAMPIONSHIP ROAD RACES presented by Westwood M/C Racing Club at Port Coquitlam, B.C., Canada. For info contact club at Box 91, S. Burnaby, B.C., Canada.

SUNDAY, AUGUST 25th

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77 Brush Prairie, Wash. 98606.

MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry $5.00, post entry $10.00. Mail to P.O. Box 124, Reseda, Cal. 91335. Close Aug. 20. AFM Nat'l pts.

7th ANNUAL SCRAMBLES by Salinas Ramblers M.C. & Salinas Elks Lodge, AMA sanc. Calif. Rodeo Grounds, No. Main St., Salinas, Cal. Gates open 7 a.m., signup ends 10:30 a.m.

SATURDAY, AUGUST 31st

THREE STAR AMA PROFESSIONAL TT at Castle Rock Fairgrounds, Castle Rock, Wash. For more info contact Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

MONDAY, SEPTEMBER 2nd

3-STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C., so. of Portland, Ore. on SE Lawnfield Rd. near Clackamas, Ore. 6 p.m. For info contact Sidewinders, Rt. 3, Box 290-C, Oregon City, Ore.

SUNDAY, SEPTEMBER 15th

HARE & HOUND by Antelope Ramblers M.C., Dist. 37 AMA pt. run. Limed from Red Rock Canyon, Cal. 10 a.m. start. For info call 787-7361.

SUNDAY, NOVEMBER 3rd

2nd ANNUAL "MONSTER RUN" by world renowned Kern Co. Trailblazers M.C., somewhere in the scenic wilderness of Kern Co. Details later.

NOVEMBER 4th THROUGH 7th

MEXICAN 1000 ENSENADA TO LA PAZ RUN entries now being accepted. Contact NORRA, Inc., 19720 Ventura Bl., Woodland Hill, Cal. (213) 883-4140.

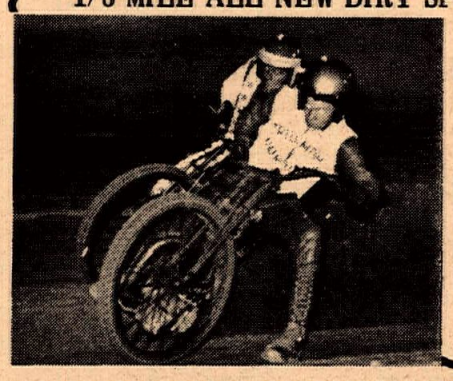
CYCLE NEWS IS NEAT

J.A.P. PROFESSIONAL

SPEEDWAY SHORT TRACK

1/6 MILE ALL NEW DIRT SPEEDWAY

Riders and Owners
CALL 983-1617



SAT. JULY 27th

8:30 p.m. 40% PURSE
TOP 12 RIDERS SHARE
WHITEMAN STADIUM
12130 Pierce St., Pacoima
Take Terra Bella exit east
off Golden State Freeway

MOTO-CROSS
FOR CHILDREN
AUGUST 11th
CARLSBAD RACEWAY
PRESENTED BY
Calif. Moto-Cross Club
$250.
PRIZE MONEY
FOR EXPERTS CLASS COMBINED 250 thru 500
TROPHIES FOR JUNIORS (SUPER BIG)
ALL PROCEEDS GO TO BOYS CLUB OF CARLSBAD & CHILDRENS HOSPITAL IN SAN DIEGO
MAIL ENTRY $5.00 POST ENTRY $10.00
CLASSES
EXPERT & JUNIOR 0-125 126-250 251-500 OPEN
CAMPING OK – GATES CLOSE 11:00 PM SAT. NIGHT
THE COURSE WILL BE DUST FREE * SPRINKLING SYSTEM IN AND OPERATING * ALWAYS A COOL BREEZE * 6 MILES FROM THE OCEAN.
MAIL ENTRY TO: P.O. BOX 124, RESEDA, CAL. 91335
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ORANGE COUNTY INTERNATIONAL RACEWAY
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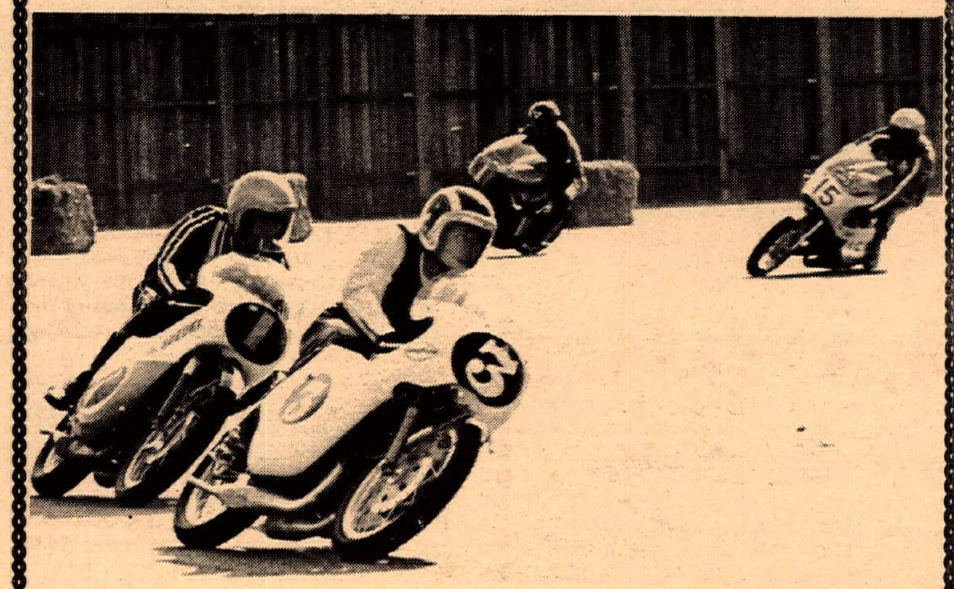
AFM NATIONAL ROAD RACES



SEE THE TOP ROAD RACERS IN ACTION
FIRST RACE 12:30 p.m.
ADMISSION $2.00
AUG 4

MOTO-CROSS
CARLSBAD RACEWAY
PRESENTED BY
California Moto-cross Club
JULY 28
Camping ok night before Moto-Cross

TROPHIES–MONEY
More Trophies to Jr. Classes
Prize Money for Experts

ENTRY
Mail Entry $5.00
Post Entry $10.00
Entries Close July 21

ATTENTION
THESE ★ RIDERS WILL BE RIDING IN THE EVENT JULY 28th
RUSS DARNELL * JOHN DeSOTO * GARY CONRAD
RON NELSON * GARY BAILEY * LARS LARSON
WALT AXTHELM * J. N. ROBERTS * PRESTON PETTY
* MAX SWITZER *

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VOICES OF THE WEST

HOSPITABLE DIRT DIGGERS NORTH

A friend and myself went to the Northern Dirt Diggers M.C. in Lincoln, Calif. July 14.

We are from Southern California, don't belong to the Dirt Diggers M.C. North or South, but we had a grand time and lots of racing. We were treated like one of their own group and given every consideration.

Thanks to the Northern Dirt Diggers M.C. for their hospitality.

ART LOHNES
RALPH PORZELT
La Puente, Calif.

THE RIGHT KIND OF PUBLICITY

The following front-page editorial appeared in a recent issue of the Lone Pine, Calif. "Progress-Citizen" and was sent to us by Mr. Willard Edwards, Dean of Educational Services at San Fernando State College in Northridge, Calif. Additional coverage also included several large photographs of cyclists enjoying the High Sierra Rally.

It's a beautiful example of the kind of publicity motorcycling is constantly striving to achieve, and our thanks not only to Mr. Edwards for sending it along, but also to all participants in the High Sierra Rally for the fine impression they made.

COME AGAIN – ANY TIME!

The 40 or so motorcycle clubs which came to Lone Pine last weekend for their 13th annual High Sierra rally were comprised of the kind of people we'd like to see more of. The thousand or so participants camped in the park and elsewhere, staged their parade and their exhibitions at the airport, enjoyed a barbecue and then a dance. And when it was all over the town was probably cleaner than before they arrived, for they pitched in and cleaned up everything. They didn't leave a scrap of paper or an empty soda can. Their deportment was exemplary, as was to be expected of responsible adults whose principal pastime happens to be motorcycling rather than fishing, golf or some other more commonplace sport.

As long as orchids are being passed out, a big bouquet should go to Tino Valdez and his helpers of the barbecue pit. The cyclists who'd been here before were all looking forward to chow time as one of the highlights of the trip and Tino didn't disappoint them. It was scrumptious!

UPCOMING CANADIAN RACE

Our organization was formed in 1959 to promote road racing in Western Canada and the U.S. Pacific Northwest. We hold our events on a 1.8 mile paved circuit, considered to be one of the most demanding on the continent. The back-straight terminates in a tight hair-pin bend; the straight is down-hill for half its length, allowing the faster machines to attain speeds of 130 mph before braking for the 20 mph hair-pin. This puts great demands on braking power and rider's skill.

Our course is located in Port Coquitlam, British Columbia, a suburb of Vancouver. Vancouver is approximately 160 miles north of Seattle, Washington.

On August 24th and 25th we are hosting the Western Canadian Championship Road Races. We are endeavoring to make this race-meet one of the best in North America this season. In past years we have had riders from as far away as Montreal and San Diego. This year we are awarding more prizes and tow money to attract even more riders from the U.S. We are putting on an extensive publicity campaign locally and sending literature to many areas.

Fred Deeley Ltd., the Canadian Yamaha distributor is cooperating with our club in sponsoring these Championships and will himself field a team of Yamahas. One of this team will be Yvon Duhamel, who did so well on Deeley's machines at Daytona this year.

Our races are sanctioned by the Canadian Motorcycle Association, and all competing riders must hold a current competition license issued by this organization. Any riders from the U.S.A. wishing to compete in our races would be well advised to apply for membership in the C.M.A. as soon as possible. Membership fees are $5.00 per year (which includes 12 issues of their magazine) and an additional $10.00 per year for the competition license. Anyone wishing to join need only send in the required amount along with pertinent information (name, address, age, current competition licenses held, etc.). No medical examination is required. Application should be made to The Canadian Motorcycle Association, Box 100, Islington, Ontario, Canada.

Any of your readers wishing more information on the Championships in August can obtain it by contacting us at Box 91, S. Burnaby, B.C. Canada.

We take this opportunity to welcome all racing enthusiasts from your area to participate or spectate at the Westwood Circuit on August 24th and 25th, where they will enjoy some of the finest road-racing to be found on the West Coast of this continent.

Yours very truly,
WESTWOOD M.C. RACING CLUB
K.J.M. Fish
Publicity Committee
S. Burnaby, B.C., Canada

WHAT IS THEIR HANGUP?

I have been a Cycle News fan for some time and enjoy the paper very much. Of late it has become even more enjoyable in regards to "Voices". Any publication which features an open column like yours is indeed brave. Yes, I am going to add a further word on this "cherry" matter. (Oops.)

Evidently Mr. Schwartz and a few others are not up on the latest happenings. Everyone is aware of the way in which words and terms change and take on different meanings as they are passed from generation to generation. Strange would the American society be without its slang, for this is the one thing that sets societies apart from one another. Everyone also has their own bag, and for some it is to aggravate their ulcers by stirring up unnecessary concern over trival matters.

Judging from the opinions expressed in previous letters, Mr. Schwartz and like thinkers are of a minority and will soon blow their minds over it. Or perhaps they are just trying to fake us out. What IS the hang up on this word?

I take my hat off to Mr. Kilroy, who added a few examples as to how foolish some people can be. In any case it has been most entertaining, Mr. Clayton, please keep up the good work.

MRS. BARBARA STUMPENHAUS
No. Hollywood, Calif.

PERRIS ON THE UPSWING

Perris Motorcycle Recreation Center had over 100 entries sign up to ride Saturday night, July 20. They all rode three motos, then the winners picked up their trophies afterwards. They all said they would be back next Saturday night to ride again; no one disliked the track.

John Rice and Jim Hunter were here to get their practice in for the big grudge event, which they will announce very soon now. Lambert Studios from Riverside handed out 8 x 10's of Jim Hunter to a great number of his fans; consequently, Jim spent much of his evening autographing. John presented Jim with his new number plate. Due to a mis-shift by Tony Denius, Gary Jones, Mike Posey and he all went flying into the famous grand canyon, but all came up smiling.

Skip Hudson from the auto racing circuit was present and commented on all the improvements to the center, since he visited a year ago. In conclusion, it was an excellent race, with all contenders exhibiting good sportsmanship and riding skill.

GERRY BURTON
Perris M/C Recreation Center
Perris, Calif.

("Glad to hear that things are going so well at Perris; we're all looking forward to the Rice-Hunter grudge race promoted by Cycle News columnist Maureen Lee.")

ATTENTION FANS! ASCOT 50-LAP TT NATIONAL SAT. NIGHT

This coming Saturday night, July 27, top name nationally-ranked riders from all over the country will converge on Ascot Park to compete in the annual 50-Lap National Championship TT steeplechase races promoted by J.C. Agajanian, for a purse of $7500 and those coveted national points. Unbeaten in over a year, favored Skip Van Leeuwen will be challenged on his own home ground.

On Friday night there will be a full program of sidecar and Novice action; key Novices and sidecar aces will supplement the Saturday night finals.

MOTORCYCLING FUN

WHAT: Scavenger Hunt (on motorcycles)
WHERE: Honda Oxnard, 1032 S. Oxnard Blvd., Oxnard
WHEN: Sunday, July 28, 2968 (Phone 7-2701)

Honda "Good Guys" are doing it again! A run for the last Sunday of each month! Everyone is welcome to ride or spectate. All sizes of motorcycles will participate. No speed involved.....Just your skill. Riding double is more fun.

P.S. A timed Road Rally is planned for August 25.

I.S.C.E. ANNOUNCES LAST PROFESSIONAL RACE FOR '68

I.S.C.E. President John Renesch announced today that the professional road race at Vaca Valley, originally set for July 28, has been rescheduled for August 18, 1968.

"Due to our upcoming Annual Brooks Hall Cycle Show, this will have to be our last race for the '68 season", said Renesch.

"We are initiating a new pay-off system for this event, paying overall winners rather than by class winners. While the amount of prize money remains unchanged, we will be paying winners by their overall positions in the 50-175cc, 250cc, and Open Mains, with $200 to the winners of both the 250 and Open Mains".

This change in pay-off has been partially due to I.S.C.E.'s last race, May 5, where Ralph White, Art Baumann, Ron Grant, Walt Fulton & Jody Nicholas highlighted the program with a 7 lap battle that had all the fans on their feet for the entire 250cc race, and Bill Lyon's 110 mph power slide on the last lap to win the Open Main. "After talking to the riders who put on the show, we decided the pay-off formula had to be modified", said Renesch, "since the fastest were not necessarily the most rewarded, and we have to remember this is a spectator race."

National AFM points will still be awarded by classes in the August 18 race and the Production class main event will remain unchanged from previous I.S.C.E. events.

For additional information and entry forms, write AFM Secretary Diane Parker, 4810 Daisy, Oakland, California.

Legislative Notebook

By Barbara Adams Dahms

One of the areas of vital concern to motorcycle people is rider training programs. Whether done privately or in the public schools (or both) it is necessary to have facilities for learning to ride properly and safely. Parental acceptance of the motorcycle will increase enormously when high school studnets can learn to operate a motorcycle as now they do an automobile – in the school. Older people who may be hesitant at present to learn to ride will have no reluctance when training is available. Increased safety records will reduce legislative harassment.

And furthermore, more automobile drivers will know we are there on the streets with them.

This last point is one which most interests Dr. John R. Eales, Consultant in Secondary Education for the State of California, and the man who will be in charge of implementing Assemblyman Foran's resolution to study the feasibility of including motorcycle rider training in the driver education program.

Actually Dr. Eales is already ahead of the resolution. For several years he has encouraged California schools to devote some of the driver education time to the basics of operating a motorcycle. When we discussed the matter in Sacramento last week he said 609 of 723 schools report some involvement with motorcycle operation. This involvement is generally a long way from the comprehensive rider training program we would like to see. But it is a beginning.

There are two ways that subjects become part of the curriculum of a school ...by the choice of the local school board or by a state law. Of these the former is usually preferable. Subjects required by state law may not adapt well to local facilities and finances, and when they do not, compliance is minimal. Programs desired on a local level are way ahead in local cooperation.

Several such programs are being or have been done. They have had the participation of various people in the community as well as school authorities. They have involved both the high school and the adult school programs and we will need both programs to produce the kind of training programs we are hoping to see.

The key to the public schools is the word public. Just as it is true of the legislature so it is with the schools; both are responsive to the wishes of the people. However well planned or well done, a public school program must have the support of the community to succeed. We are an ever-growing part of the community. We have to encourage our local schools with our support and cooperation. I believe motorcycle rider training will definitely be a part of future school plans. How soon this can be accomplished depends a great deal upon us. And the sooner the better.

ADULTS AT PLAY

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1223 W.Ave. I, Lancaster, Calif.
(805) 942-9624

NORTON BEATS'EM ALL

TAKES 1st OVERALL IN BOTH OPEN GP AND OPEN PRODUCTION CLASSES

GEORGE KERKER ON HIS WAY TO THIRD WIN IN A ROW WITH THE NEW NORTON COMMANDO 750

AFM ROAD RACE
CARLSBAD RACEWAY
JULY 21, 1968
OPEN GRAND PRIX CLASS

1st GEORGE KERKER NORTON COMMANDO 750

ALSO
1st
OPEN PRODUCTION CLASS

ENGINE

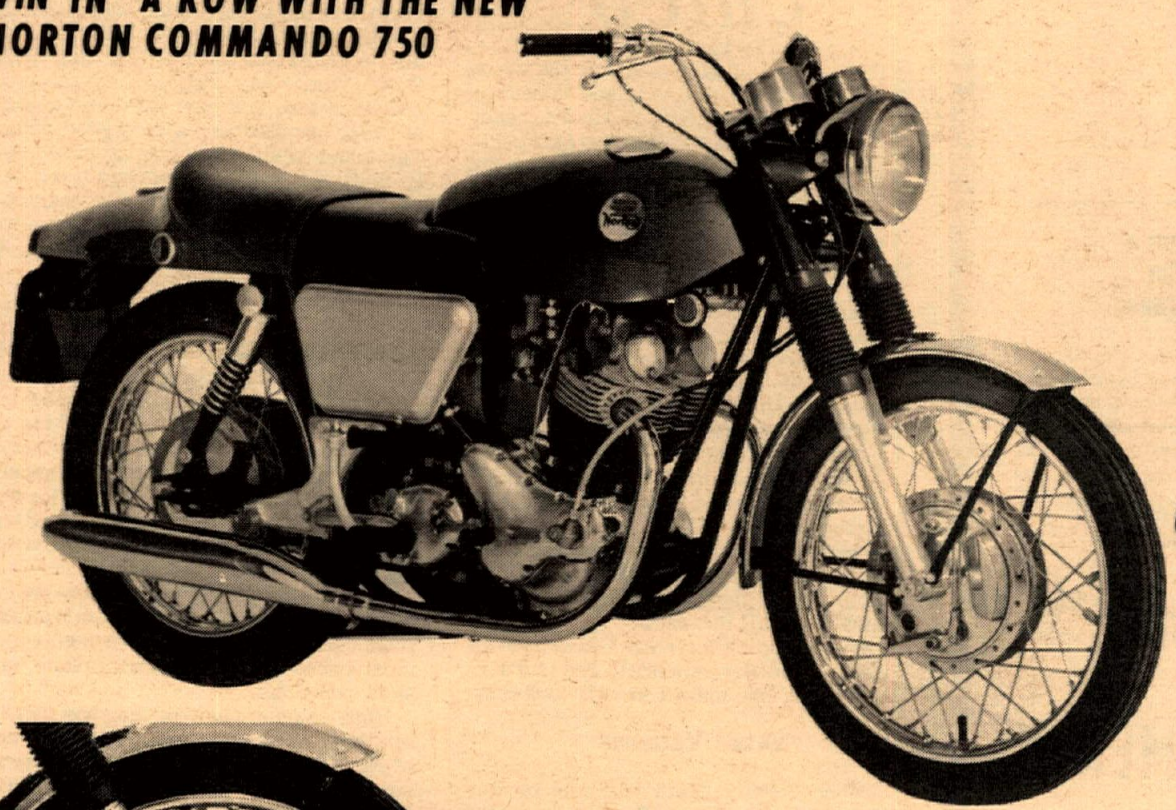
745cc OHV parallel twin. In standard form like that of the machine ridden to victory by George Kerker the compression ratio is 8.75 to 1. Carburetion is by two Amal concentric carburetors. This machine is available in three stages of tune, Stage 1 – 10%, Stage 2 – 16%, Stage 3 – 20% more horsepower than the standard model ridden by George Kerker.

GEARBOX

Driven through the all new triplex primary chain is housed in a light alloy oil bath chain case with center fixing.

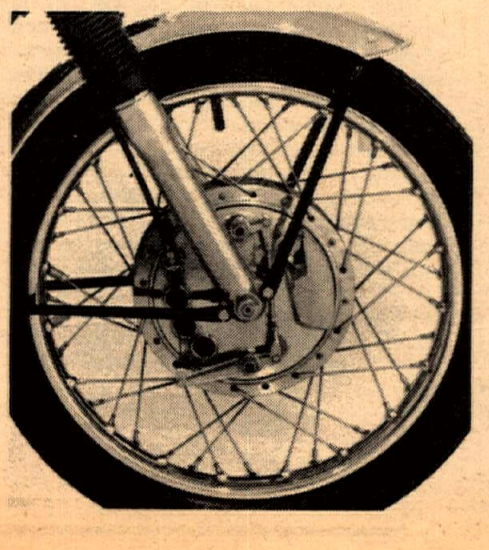
CLUTCH

All new diaphram clutch which contains no springs, therefore no adjustments are necessary.



THE ALL NEW NORTON COMMANDO 750

Which has been timed at 13.13 e.t. and 100.44 m.p.h. in the standing start ¼ mile, set by George Kerker, as you see it here.



BRAKES

The front brake is of the twin leading shoe type with the drum cast into the die-cast alloy hub, size: 8" x 1¼". The rear brake is 7" x 1¼" single leading shoe with integral drum and sprocket bolted to the die-cast alloy hub.

FLASH
DUCATI WINS

250 PRODUCTION CLASS
CARLSBAD RACEWAY
1st BARRY WENN – DUCATI
2nd BOB STREIMIKES – DUCATI
3rd DENNIS BAKER – Bultaco

Imported and Distributed by
Berliner Motor Corp.
Hasbrouck Heights, New Jersey
Western Parts Headquarters
ZDS Motors
527 West Windsor Road, Glendale, California

ASCOT

By Carol Sims
Photos by Dennis Greene

WELL, WHADDAYA KNOW? MEL MAKES IT NINE IN A ROW!

GARDENA, Cal., July 18 – Displaying almost unbelievable consistency – of purpose, skill and machine – Mel Lacher hurled his Harley-Davidson to Main Event victory last Friday night at Ascot for the NINTH straight week. His performance, unequalled in Ascot annals, was accompanied by quickest heat race time of the evening and a flag-to-flag Trophy Dash win, too.

But plenty of battles were going on behind Lacher all the way, with DeWayne Keeter (BSA) eventually winding up second after transferring from the semi. In a most aggressive performance, BSA-mounted Ralph White came from a distant 8th to overtake Shorty Seabourne and Ron Kruseman for third. Kruseman wound up 4th ahead of Seabourne, Randy Say and Chuck Jones, all on BSA's.

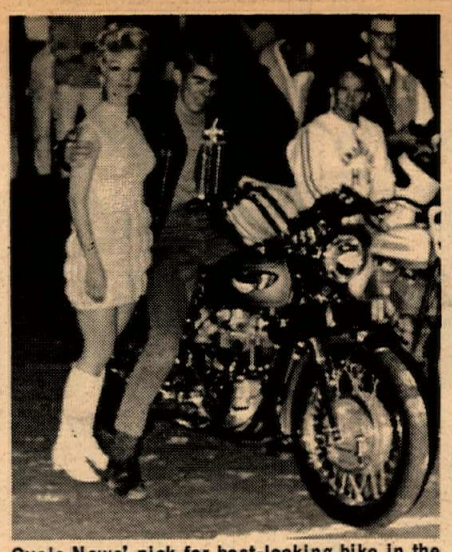
Gunter Injured

Eleven men, instead of the usual ten, started the 15-lap final, due to a mix-up that occurred during the semi. The race was black-flagged on lap three when Al Gunter, riding Shell Thuet's Royal Enfield, crashed hard in the north turn while attempting to pass Chuck Jones for second spot. Gunter was hospitalized and found to have sustained a fractured collarbone, two broken ribs and a punctured lung. Though still under intensive care, Albert is reported to be out of danger and already sitting up.

Since the semi was stopped and never completed after the accident, there was some rather heated discussion over transfer positions to the Main. Four men should have gone, but to keep the troops happy, five were allowed to start – with the understanding that only ten would be paid.

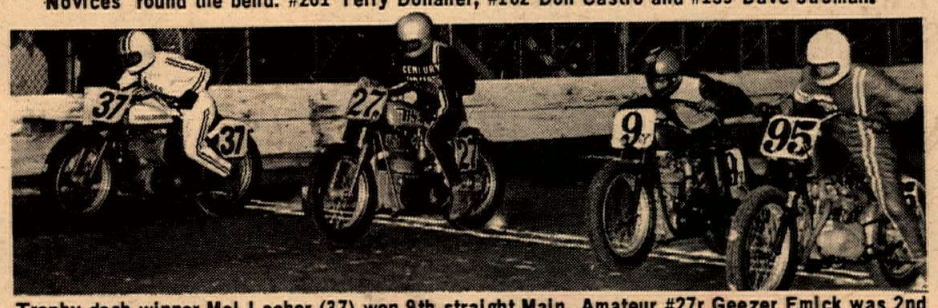
Unfortunately for Paul Conserriere (who had won his heat race in fine style and taken third in the Trophy Dash), his BSA went out early with a minor wire problem – and no money. But Lady Luck smiled on runnerup Keeter, last man to make the disputed lineup.

Randy Smith (162) and his Suzuki took Novice Main; #102 Don Castro (Kawasaki) wound up 3rd.



Cycle News' pick for best-looking bike in the parking lot went to Dick Cridell's '68 Triumph Bonneville; it's run 101 mph in 13.09 seconds at the drag strip. He's receiving his trophy from bounteous "Angel," exotic dancer at the Black Hand in Long Beach.

Novices round the bend: #201 Terry Donaher, #102 Don Castro and #139 Dave Stroman.



Trophy dash winner Mel Lacher (37) won 9th straight Main. Amateur #27r Geezer Emick was 2nd in Dash, #9y Paul Conserriere 3rd, #95x Clyde Litch 4th.

Amateur Win, Record to Emick

Tuner Dick Kelm earned the distinction of having THREE machines finish in the money and one of them broke the 10-lap track record held, coincidentally enough, by another of his riders. The rapid BSA's were piloted by Experts Keeter and Seabourne, while young Amateur Geezer Emick took over the number 3 bike for the first time.

And what an evening Emick had! Not only was his Amateur heat race time second fast to Lacher's, but he finished second to Mel in the Trophy Dash as well, ahead of Conserriere and Clyde Litch (Triumph).

Then, in the Amateur Main, Geezer grabbed second spot immediately, harassed Harley-mounted Don Harms for two laps, and assumed the lead on lap three. From that point on, Emick stretched his advantage to about ten lengths over Harms at the checker, while Harms, in turn, finished far ahead of Reg Chosney (BSA), Bill Cody (H-D) and Marshall Jennings (BSA).

It was no surprise to learn that Emick had sailed to a new 10-lap Amateur track record after his flashy, crowd-pleasing performance. His time – 3:55.41 – bettered Seabourne's old 1966 mark by over three-quarters of a second.

Smith Nails Novice Foes

A three-man go for first livened up the Novice 8-lap Main Event, and Suzuki-mounted Randy Smith emerged on top, but not before repelling the thrusts of early leader Don Castro (Kawasaki) and Yamaha rider Terry Donaher.

Castro charged into the lead on lap one, held it until Smith got by on the third time around, then had his hands full with Donaher. Terry finally overtook Don with two laps to go, and closed up the gap on Smith, while Don fought off the attempts of Bob Fulton (Suzuki) to take over third.

Despite the close battle, positions remained the same for the final two circuits, and the windup found Smith, Donaher, Castro and Fulton running 1-2-3-4 ahead of Rudy Galindo (Yamaha).

(Results on page 16)

The '68½ PurSangs are here

HILLTOPPERS HARE SCR. – 7/14/68

1st Pl. OVERALL – LARRY BERGQUIST on a '68½ PurSang Moto-x Scr.
1st Pl. 250 Am. – KURT LUHMEYER – PurSang

JACKRABBITS EUROP. SCR. – 7/21/68

500 – OPEN Am./Ex. Class
1st Pl. OVERALL (1st 500 Ex.) – STEVE STAATS – El Bandido
3rd Pl. OVERALL (2nd 500 Ex.) – LARRY BERGQUIST – El Bandido
1st Pl. 250 Am. – TOM POTEET – PurSang

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BULTACO CEMOTO

"HOLE SHOT" TAKES 250cc CLASS AT CHICO

By Lisa Willis

CHICO, Cal., July 6 – Getting the races underway again at Cycleland Speedway on Saturday night were 36 riders, ready to ride, and a very cute trophy girl, 11-year-old Wendy Cook, ready to give out the trophies.

The program started with the 100cc Beginner's Main won by Pat Rooney (Bridgestone). Pat took over the lead right off the line and held it all the way. He also won his heat. The 200cc Beginner's Main went to Milan Vickers, Kawasaki-mounted, who had no real trouble holding the lead once he took over. The 250cc Beginner's Main was won by Dan Erickson (Bultaco). Dan is a new rider at Chico Cycleland, but seems to know his way around the track well enough.

Next came the Scratch Mains, and they started with the 100cc, which was taken by Steve Goff, Kawasaki-mounted. Steve had a fight on his hands from John Grant (Moto-Beta), though. John was right on Steve's tail all the way.

200cc Scratch Main was taken wire-to-wire by Ted Bare (Honda). Ted is a darn good rider who makes winning look easy.

Vatne Varooms

250cc Scratch Main was won by Ray (Hole Shot) Vatne on a Harley. In second was Mike Corcoran, on a Bultaco, who appeared to run over Bob Vaughn's foot in his haste, but it didn't seem to bother Bob much. Mike doesn't make a practice of running over anyone; this was just one of those unexpected things that happens when riding.

Now for the Handicap Mains, which started with the 100cc class, and Pat Rooney held firm to first spot until Steve Goff came up from behind to take over. But Steve had a rough ride all the way, with Pat still close behind and trying hard to win, though unable to get by.

The next Handicap Main was the 200cc class, taken by Milan Vickers who had earlier won the Beginner's Main. He had no trouble in this race, stretching his lead to about a half-lap ahead of everyone else. Dick Tunner (Honda) came from the 45-yard line to take over second. And Mike Rockwell (Yamaha) also came from the 45-yard line to wind up third.

The last Handicap Main on the program was the 250cc class, which usually proves to be the most exciting. Taking his second trophy of the night was "Hole Shot" Vatne. Ray grabbed first place on the third lap, and just kept moving out. A Chico regular and a very good rider, Vatne had been having bike trouble lately, but seems to have worked it out because he is going even faster than before. Mike Corcoran also made his move in the third lap, winding up second, with Mel Nichols (Kawasaki) third.

(Results appeared last week)

BUCO POSTS $6,000 IN CONTINGENCY AWARDS

Six thousand dollars in contingency prize money will be shared by leading riders in 26 major events sponsored by the American Motorcycle Assocation during its 1968 racing season. Races in 21 cities will have prize money posted by Buco Products, in amounts ranging from $25 to $200, with prizes going, in most cases to riders in win, place, and show positions.

High scoring rider of the year will be eligible to receive the top money award of $1,000 at the close of the racing season providing he has been a regular Buco helmet wearer in all events from the first of July on.

First and second prizes are posted for all 26 association races, while third place money is offered in all but seven of the events to riders finishing in those positions while wearing a Buco helmet and "colors" in the form of a Buco decal.

Awards, established for events being held through mid-October, are subject to modifications should any changes in the pre-published schedule occur. The award of prize money, in each case, is made contingent upon the wearing of any Buco helmet by the qualifying rider.

A schedule of prize monies, and the events where they will be offered, is available from Buco Products, 21620 Coolidge Rd., Oak Park, Michigan 48237.

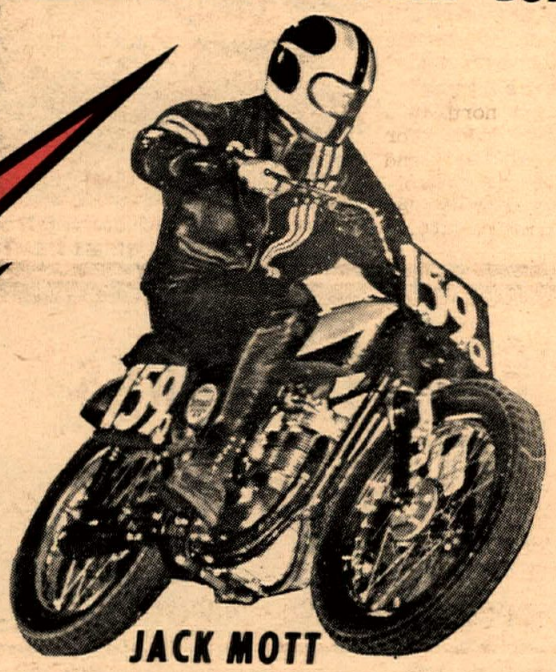
IT'S WIN - WIN - WIN WITH THE BOLD WORLD OF BSA

JIM RICE AND THE FANTASTIC BSA LIGHTNING 650

CASTLE ROCK TT NATIONAL AMATEUR MAIN EVENT
1st JIM RICE
BSA

DICK MANN TAKES 2nd IN THE EXPERT MAIN EVENT ABOARD BSA

CASTLE ROCK TT NATIONAL NOVICE MAIN EVENT
1st JACK MOTT
BSA



JACK MOTT AND THE FANTASTIC BSA STARFIRE 250 SINGLE. NEW FROM THE BOLD WORLD OF BSA. THIS MAKES TWO IN A ROW FOR JACK AND THE FAST 250 STARFIRE.

CASTLE ROCK TT WARM-UP
FRIDAY JULY 20
EXPERT MAIN EVENT
1st DALLAS BAKER - BSA

AMATEUR MAIN EVENT
1st JIM PETERSON - BSA

BSA SETS NEW TRACK RECORD

ASCOT PARK - HALF-MILE - JULY 19
AMATEUR MAIN EVENT
1st GEEZER EMICK - BSA NEW RECORD 3:55.41
OLD RECORD 3:56.25 (set 10/14/66)

BE A WINNER TOO... JOIN THE BOLD WORLD NOW!
SEE THE YELLOW PAGES FOR YOUR NEAREST DEALER

BSA Western 2745 E. Huntington Dr., Duarte, Calif. 91010 Ph. (213) 359-9271

Castle Rock National TT
Continued from page 1

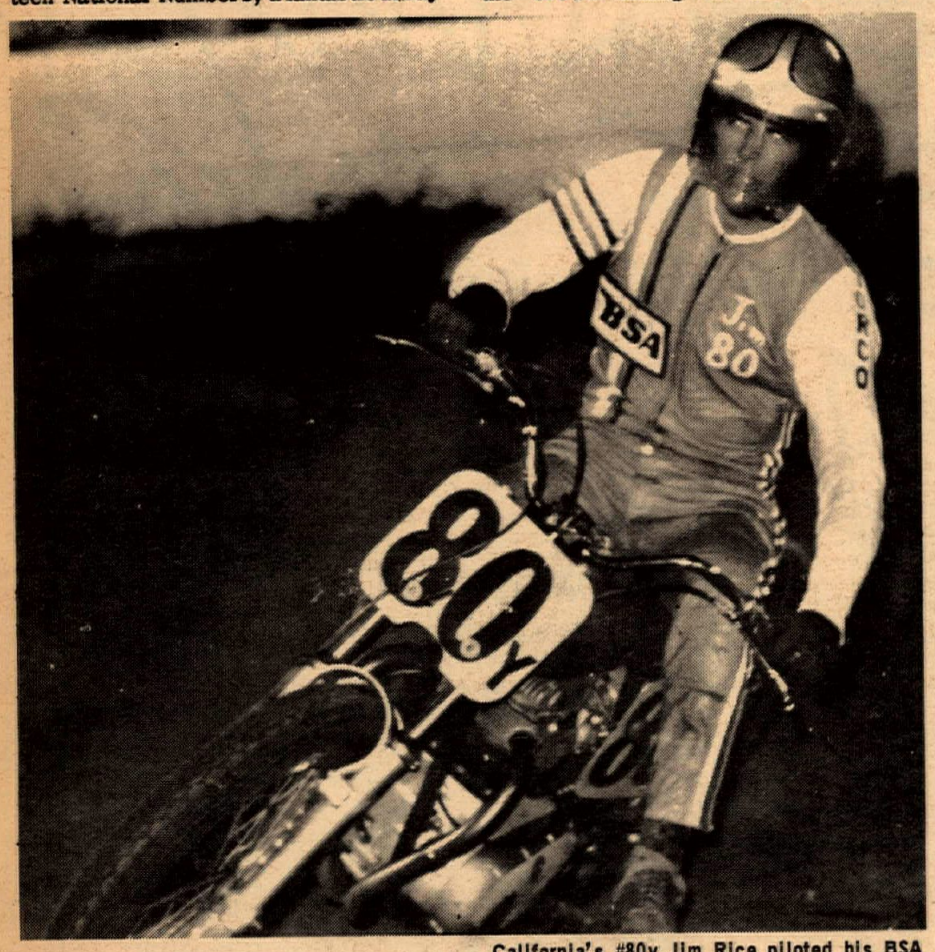
THEY'VE HEARD HIS FAME, THE FLYING DUTCHMAN IS HIS NAME

laps of the four left. Mann got by the Daytona winner on the sweeper before the straight and then Bostrom just before the infield, and with one lap to go Haaby pressed hard and passed his Harley teammate Rayborn, and Cal was now out of a transfer position.

The Race Is On

30 laps of Championship Main Event to go. Sixteen Experts assemble, thirteen National Numbers, a fantastic array of talent, while watching from the fence are such greats as Gary Nixon, Gary Davis, Gene Romero, Cal Rayborn, Chuck Palmgren, Roger Reiman, Dave Palmer, Dick Jagow, National Numbers all, each failing to make this Main Event.

Into the first turn it was Burres in front, leading Van Leeuwen and Odom, but at the end of lap one Van Leeuwen had taken over first spot. Out of turn one and into the infield pulled the two number 4's, 4Q Mark Williams, who had a good front row start beside Burres who had the pole, and the Michigan fence buster, Bart Markel, #4. Williams had pulled his rear valve stem on the start and was now out, while Markel's gearbox had become scrambled and he too joined the crowd sitting on the pit fence.

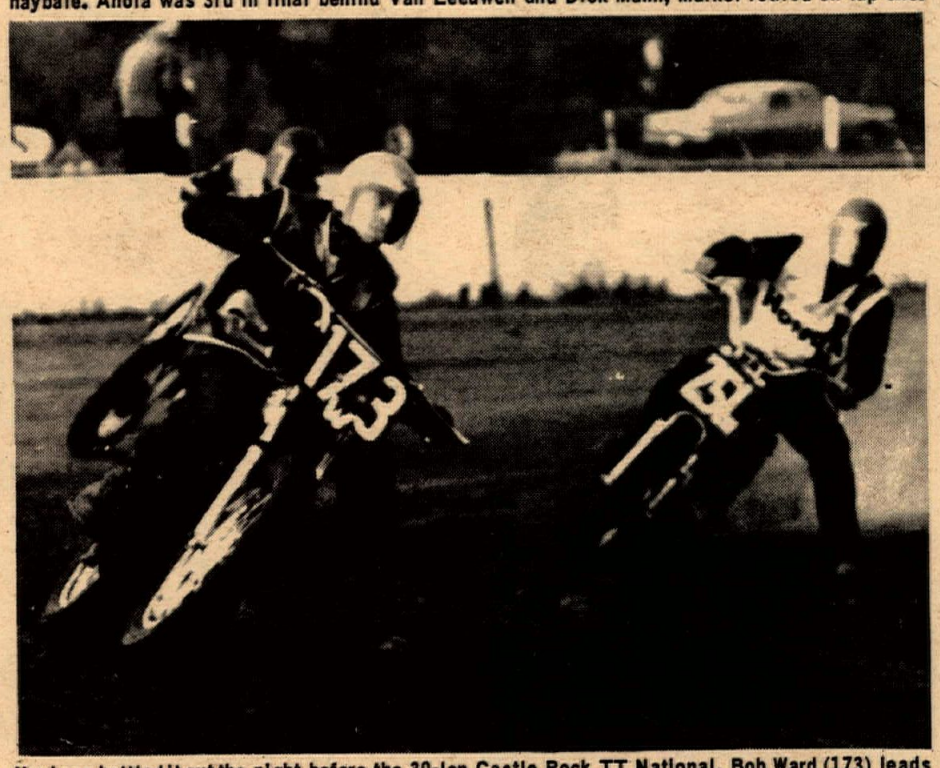


California's #80y Jim Rice piloted his BSA to 15-lap Amateur win, also took fastest heat race of the yellow-plates.

Gene Romero (20) was one of many National Numbers who watched the 30-lapper from the sidelines. Fifty-five Experts were on hand.

Roxy Rockwood interviews #47y Mark Brelsford, quickest Amateur qualifier and second place finisher to Rice in the final.

Dusty Coppage (32) and Emil Ahola (80) have it out. That's Bart Markel sliding wide into a haybale. Ahola was 3rd in final behind Van Leeuwen and Dick Mann, Markel retired on lap one.



Novices battled it out the night before the 30-lap Castle Rock TT National. Bob Ward (173) leads this group, but Jack Mott was eventual winner after Keith Mashburn's carburetor fell off.

Meanwhile, from mid-pack, Mert Lawwill, last year's Champion here, had passed Burres and was now on Van Leeuwen's rear wheel, and from a fourth row start Dick Mann and Emil Ahola moved up past Bostrom, Odom, and Burres and began a real fight for third. Thus at the half-way mark, 15 laps, there were seven riders dicing for three positions. One lap later Lawwill, calling on everything the Harley could give him, out-gunned Van Leeuwen leaving the infield right-hander and took over the lead. Mann got by Ahola into third and Ahola almost lost it coming off the straight, going right up to the wall and hay bales in a full-lock slide. He maintained control and gave chase while Haaby nailed Odom then Coppage, and Bostrom got under Burres as he went high off the groove before the straight. Lawwill built up a small advantage then Skip got his second wind and closed the gap in no time to challenge for the lead, and lap after lap he'd put his wheel right next to the flying San Franciscan but Mert had the best line through the corners and time and again Skip would have to drop back.

Lap twenty-five and the stands went wild as if Knievel had jumped his canyon when local favorite Emil Ahola once again pushed by Mann into third and at almost the same time at the left-hander that leads to the straight Skip's front wheel, once again trying to push by on the inside, slipped, and over Merts' foot it drove knocking off his steel shoe. This let Skip by and into the lead again but the shoe was still dangling, held on only by the strap, and Lawwill was forced to stop and refit it before continuing, losing twelve precious places. Van Leeuwen went on for his second National Championship win, Mann once again slipped by into second, Ahola third, and there were no crashes during the entire 30-lap event.

Amateur Action

The 15-lap Amateur Championship was a good go but no great battles or place swapping came out of it.

Tom Rockwood (Tri) promptly set the fastest qualifying time for the yellow plates but Jim Rice (BSA) came along to do it one better. Mark Brelsford, the Amateur winner one week before at Portland, was next to last to qualify on one of Jim Odom's spare Triumphs and he demolished everything before him even though the rig didn't sound quite right.

Amateur Main Event time found Rice on the pole due to his fastest heat race, along with Washingtons' Jim Jones (Tri), Mark Brelsford, and Dave Smith (Tri). It was Jones, incidentally, who rode the last three laps of his heat race with a small fire under his tank, and Rockwood had hard luck as his Triumph blew while leading his heat.

Right off the pole and into the lead went the California all-around rider (second year Amateur) Jim Rice, followed by Jones, Cappy Skene, and Brelsford. The pack strung out with a few bike lengths between each position and by the half-way flag Brelsford had passed Skene and a lap or so later picked off Jones for second. Rice meanwhile had and insurmountable lead of over a straight-away and calmly stroked his way to first place. Towards the last Brelsford's Triumph sounded pretty bad and had Jones had someone to wave him on he might have caught and captured second but as it was he followed Brelsford home third, Skene fourth.

Novice Night

The night before the National Yamaha's handlebar ace, Californian Keith Mashburn, came, saw, and was within two laps of conquering the Novice Main Event when he slowed to a stop coming out of the infield. Winning his heat handily, Keith also went to the Trophy Dash where he again won by a wide margin. With ten Novice heat races and taking only the winner to the Main, there were also two semis run, taking only the first two. Other local Northwest heat winners were Bill Elder (H-D), Al Brackenbury (Hon), Jack Mott (BSA), Squire Tomasie (Bul), and Charlie Sheffel (Bul).

Like a shot out of a gun, Mashburn stayed low and on the groove to grab the lead at the start and began to put light between himself and the pack. Jack Mott followed in second chased by Brackenbury and Elder, while Tomasie, after a poor start, began to work his way up. Lap after lap the leader and his Yamaha added to the distance but with five laps left Mashburn made gesturing motions towards his engine and as he passed the stands it began to back-fire. Two short laps to go, and oops, the carburetor falls off, dashing his chances for his first National win. Chasing hard with all the stops pulled, Jack Mott in second now inherited the lead and the win, closely followed by Al Brackenbury and Bill Elder. Squire Tomasie crossed the line fourth while Sam Stockinger and Harry Dorsten dueled to the wire for fifth and sixth.

(Results on page 16)

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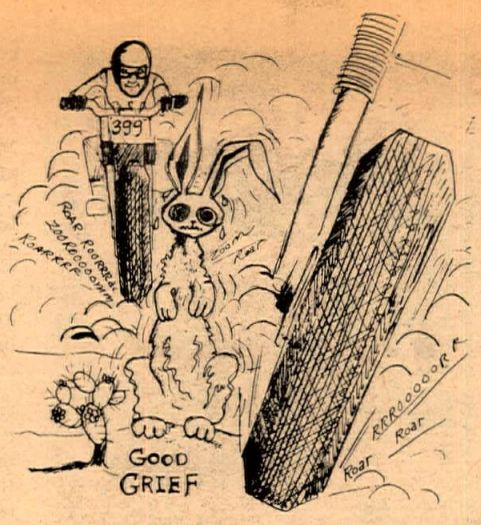
JACK RABBITS

By Dick Wright
Photos by Jeff Wright



HOLIDAY, Cal., July 21 – Nineteen-year-old Steve Staats, #95, won the combined Open and 500 Amateur-Expert Main Event under the hot desert sun on a black-and-white 360 Bultaco, to top the day of European Scrambles last Sunday.

There were three hundred and ninety-five crazy riders who braved the hundred-degree temperature to ride in that desert dust, not to speak of the many spectators who watched the races. There is just nothing like a desert hound for enthusiasm! The evenings are getting to be very nice for camping, and there were over a hundred campers and trailers set up Saturday night.

The first race got off at 8:00 a.m., with 104 trail bike Novices. The course was five miles around, beginning with a flat starting area for a hundred yards, and opening up into fast, fourth-gear boondocks. A road crossing led into very tight turns in high, bushy territory, and then the course went around the side of the mountain, across rough second-and-third-gear water runoff ruts.

Tight and Twisty

A little hill, a short sandwash, a twisty fire road, and a winding trail led up to a fast downhill fire road, and into a very tight mile-long sandwash with steep walls on each side, wide enough for only one bike. This brought us out onto a very fast fire road for a half-mile, then into the boondocks and back to the pits. It was what could be described as a "tight" course.

On the second lap of the Trail Bike Novice, Jim Clancey, #818 on a Bridgestone, took over the lead going out of the pits, but drifted too far right in passing over the road crossing and hit a ditch, which put him out of the race. Unfortunately, Clancey was only one of several riders who hit the ditch on the first race, resulting in a lot of bent forks, etc. After Clancey went out, Roger Peters, #909, took over the lead on a Hodaka and held it for the win. My check sheet showed Allen Wurtzel, #612 on a Zundapp in second, and Don Ridmayer, #244 on a Honda, in third.

Morgan Makes It

The Trail Bike Amateur-Expert go was next, and Jack Morgan, #1 on a Hodaka, took the lead at the start, with everyone else fighting for the second spot as they came through the tight bushes two miles out. Eric Jensen, #7, didn't get a good start, but was moving up on his Hodaka, tuned by Competition Motors. By the last lap, he had pulled up to second and was trying to overhaul Morgan; they dueled for the last two miles, right up to the finish line, where Morgan took it by only a bike's length and Jensen settled for second. Jack Froelich, #2 on a Bultaco, was third; Frank Morgan #6, was fourth, and Terry Clark, #395, was fifth and first Amateur. Rod Robbs, #34, was sixth.

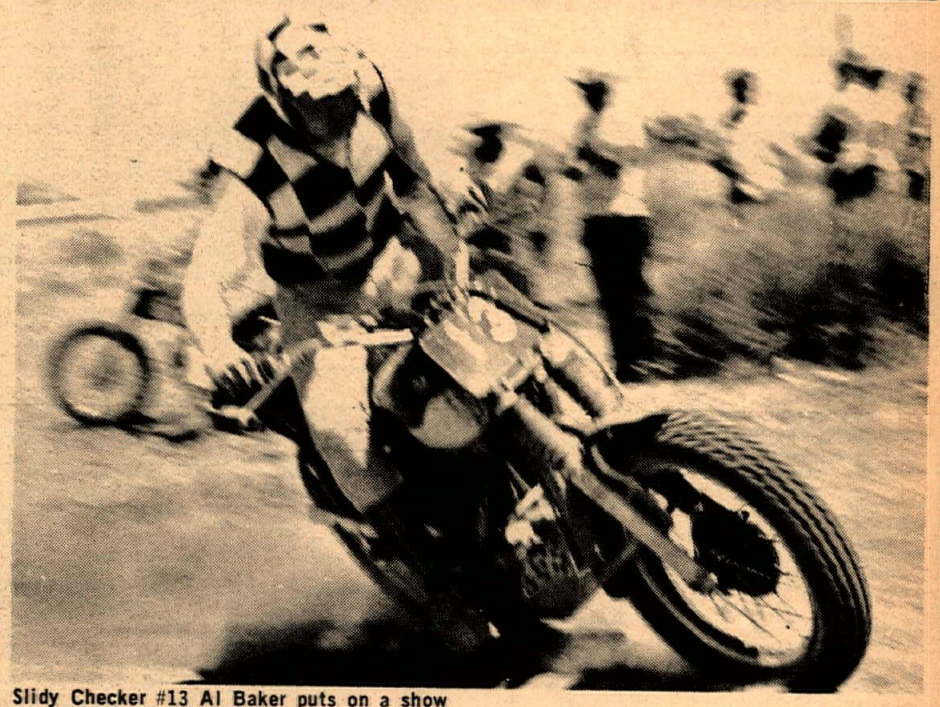
There were a large number of 250cc Novices on the line for the next race and it was getting hotter, so they flagged them off quickly. On the second lap, Stan Staats, #992x (Steve's older brother) took over the lead on a Yamaha and held it to the finish line. Gary Westergaard, #641x, was second, and Bobby Steffan Jr., #122x, who got off the line almost last, worked his way up to third, which is not bad for a seventeen-year-old high school kid.

The combined Open and 500cc Novices stormed off next, and did they make a cloud of dust for the poor riders in the rear. Stan Barrett, #129, took the win on a Husky. Steve Penn, #47R (also on a Husky) was second, and Tom Martin, #274, was third on a Rickman.

Everyone got to a good vantage point on the course as the 250cc Amateur-Experts were up next. At the road crossing, it was Larry Bergquist, #888x on his red Bultaco by ten feet, and really making it. Mike Patrick, #421x on a Yamaha, was in about sixth position. On the first lap through the pits, Bergquist came through with a half-mile lead. Kurt Luhmeyer, #50x on a Bultaco, was second, and Patrick was now running third. On the next lap, a man riding a street bike and wearing a straw hat crossed the course in front of Bergquist, causing him to take to the boondocks. He hit a bush and loaded his bike up, which put him out of contention. Patrick then took over the lead and held it to the finish. Gary Cole, #5x, moved up to second on his Husky. Lee Zuber, #41x on a Greeves, was third; Bill Ydeando, #11x, was fourth, and Tom Poteet, #45x, was the top Amateur, taking fifth on a Bultaco.

The big race of the day was up next: the combined Open and 500cc Amateur-Expert go. At a good vantage spot behind a large bush a half-mile out, we watched as smoke-bomb John Gaetz, #39 on a big Triumph, nosed out Steve Staats, #95 on the 360 Bultaco, for the lead. When they came around on the first lap, Larry Bergquist, #4, had taken over the lead, this time on his 360 Bultaco. Gaetz was second and Staats was third. By this time the course was really chopped up and it was hotter than a five-dollar pistol; as the riders came through the pits, their friends threw water down their necks to give them that little "kick" they needed to go one more lap.

#232mx Christian Czuzak paces fellow Novice #310x Dean Goldsmith through the sandy stuff.



Slidy Checker #13 Al Baker puts on a show for the folks at Jack Rabbits M.C. Scrambles.

Half-a-mile out in the 500-Open Amateur/Expert go, #39 John Gaetz (Triumph) leads #95 Steve Staats (360 Bultaco). Staats wound up the overall winner, Gaetz took 3rd with sticking throttle.

LEFT: 100-degree temperature didn't deter this Matchless enthusiast, Tom Sanborn Jr.

BELOW: Amateur #74x Ross Termin (Bultaco) leads eager pack.

Bad Luck For Bergquist

Bergquist was still leading as they headed out for the last lap, but when the first rider came into view, it was Steve Staats for the overall win. John Gaetz came in second with a sticking throttle, taking first Open class on a Triumph. Bergquist pulled in third, after running into some trouble; it was a bad day for him, after building a good lead in both Expert races, only to be denied the wins. Tough luck for the champ. Ron Fry, #6 on a Husky, took fourth, and Jack Byers, #3, worked his way up from the back of the pack to finish fifth on his Rickman. Tom Simpson, #76, was the first Amateur in, on a Triumph.

After a long, hot day, everyone was tired, but all the gang will be out for the next race day to turn on that throttle and "sock it to 'em." Every rider believes that he can beat them all next time, so we just keep coming back every week. But that's a motorcycle enthusiast for you!

(Results on page 16)

DRAG RACING

By Bob Ebeling

Harley-Davidson regained the glory it lost at Irwindale Raceway just one week ago, by defeating all contenders including the five straight holder, Bob Braverman. Millard Disharoon rode the winning Sportster that turned a best elapsed time of 10.76 seconds. The day's best performance figures were posted on the board with the Sta-Lube Triumph ridden by Ebeling at 10.43 seconds and 137.19 miles per hour.

When it came right down to elimination time, Disharoon did his job of scrubbing competitors by sheer low end acceleration. His Harley-Davidson Sportster accelerated in a misfire condition that prevented excess power waste and was good until about the eighth-mile. At that point the Sportster sounded like it was shooting ducks and both Ebeling and Braverman pulled up on him like he was mired in the mud of a shooter's blind. But mired or not he stayed ahead by the necessary margin to defeat his opponents and win the top bike honors at 10.76 elapsed time and 127.00 miles per hour.

Lions

It was a hard day for a great number of the racers present at Lions Drage Strip as five machines were broken and loaded onto their trailers before eliminations began.

At this location Bob Braverman's Yamaha retained the top bike laurels with a best elapsed time of 11.02 at 125.52 miles per hour. The closest contender was Bob Bogan's twin engine Triumph that clocked figures of 11.50 E.T. and 122.00 mph.

Harley-Davidson was the leader in both the stock and modified street divisions. Richardson was the man who rode a stocker ahead of the four division class winners, with figures of 12.56 and 105.75.

With a little polish on the rockers, high compression, big cams and conservative weight, Speedy High led the modified racers at 13.17 – 100.55. Hm-m-m, that's a half second slower than Richardson's stock machine!

Pit Briefs

At a recent meet in Alton, Illinois, the top bike, a Harley Sportster, turned an elapsed time of 9.20 seconds! One big "48-inch" Triumph stopped the clocks at 9.72 seconds!

A well-known two-stroke representative will soon be at the drags with a twin-engine Kawasaki. Powered by 350cc Grand Prix racing engines yet!, a total of 700cc and only they know how much power.

It won't be long now and Joe Smith's Harley-Davidson will be back in action and Boris Murray's not far from the pits and attached quarter-mile drag action.

(Results on page 16)

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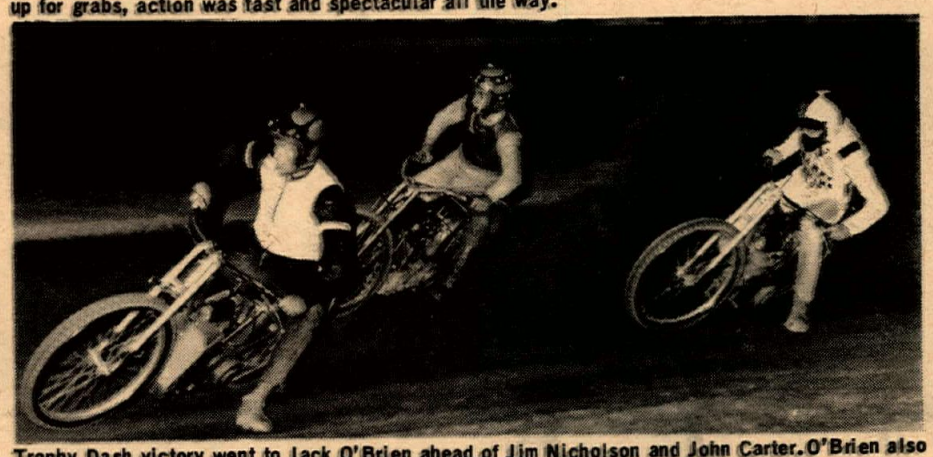
SAMMY TANNER TOPS AS RECORDS FALL

By Mike Capalite
Photos by Dennis Greene

PACOIMA, Cal., July 20 – As Class A speedway racing moved into its fifth week at Whiteman Stadium, the action is getting faster and faster. Saturday's results proved this as two records fell to different riders, while everyone battled it out for a $1,300 purse. A novel innovation this week was the introduction of two match races, and also allowing three of the top riders a chance to break the one-lap record, and Eddie Mulder's mark of 14.90 seconds fell to Jack O'Brien with a 14.57.

First time out, Jim Nicholson (Eso) won fastest heat, took semi, lost plug wire in "A" Main.

Sammy Tanner roared to victory in "A" Main Event ahead of John Hateley. With a $1300 purse up for grabs, action was fast and spectacular all the way.



Trophy Dash victory went to Jack O'Brien ahead of Jim Nicholson and John Carter. O'Brien also shattered one-lap record in special match race with Steve Scott.

The first heat was a real battle as it pitted Lee Stumpenhaus, Sammy Tanner and Chuck Berry, but out of the blue came a new rider, Darrel Potter, who has a style similar to that of Sonny Nutter, but doesn't have Sonny's consistent smoothness. Still he was able to get through the traffic and take a first place with Berry second and Stumpenhaus third. Tanner and Jim Ashworth spilled, and Tanner was able to right his machine and continue for a position in the semi-main. The second heat was restarted after a spectacular spill in the first corner, and the finish was Jack O'Brien all the way with Ron Kruseman in second.

Fast Heat to Nicholson

The third heat was the fastest heat of the evening as Jim Nicholson sailed around in 1.00.44 for his first time out, finishing ahead of Paul Conserriere and Steve Scott. Rick Woods topped the next heat with Gary Willis and Jim Doron right behind him. The fifth heat was John Carter's; he was able to keep his slides under control to stay ahead of Phil Todd. Last week's top winner, Bruce Haserot, was in the sixth heat race and he won it handily by passing and staying ahead of Scott Wilson, John Hateley and Jon Thomas.

As the riders moved into the semi-mains, the excitement grew since the handicap system makes a rider who is the fastest work the hardest because he must pass the other riders in his race to take a win. The first semi found Nicholson in the rear row, but in the four laps, he was able to work his way up to the lead with Scott in second and Stumpenhaus finishing third.

The second semi was an example of Hateley's riding ability and he powered his JAP to the win ahead of Todd and Doron. The third semi was a grandstand race all the way as Tanner, on his new ride, not only turned in one of the finest rides of the season, but battled it out with Jack O'Brien, not giving an inch, as he went on to set a new four-lap record of 1.00.00. Third place went to Homer Knapp for the last transfer to a Main Event. The last semi was all Steve Bast. He had a front row start and kept the lead all the way with Gary Willis second and Scott Wilson third.

Match Races, Too

Inaugurated this week were match races between two of the top riders. These riders are picked at random by the promoters, and will be rotated to give most of the top riders a chance at it. The first one pitted O'Brien and Scott with a flying start, and as it was only for two laps, it had the crowd on its feet as they were side by side all the way with O'Brien aceing Scott out at the last minute for the win. The second match race was Woods and Hateley with Rick winning handily over John.

The Trophy Dash was a win for O'Brien with Nicholson second, Carter third and Haserot, on a borrowed machine, coming in fourth.

Last week, I mentioned the fact that a lot of good riders were looking for rides, and just because they were not well known racing names, it was hard for them to get a machine. I mentioned Jim Doron as one of them. Well, this week he was able to get a ride, and he showed that my faith was not misplaced as he went on to win the C Main over second place Scott Wilson, third place Stumpenhaus and fourth Knapp. The owners don't seem to know any of the riders except the top men, and thus are reluctant to let an unknown ride their machines. Some of the riders who I believe could have made the program, but couldn't find a ride this Saturday were Shorty Seabourne, Bill Cody, Pat Gosch, and Carroll Skov.

The B Main was like the first match race all over again as O'Brien and Scott battled it out from wire to wire. The crowd was on its feet and cheering them on while they backed them into the corners side by side with a beautiful display of handling and control. It was Jack again who came out on top with Scott second, Willis third and Todd finishing fourth.

Tanner Takes "A" Main

The A Main was a top line-up with Tanner looming as the top threat as it seems he had gotten some instructions in the art of speedway riding while up at Portland at the National, and whatever it was that Sammy picked up, made a terrific difference as he powered around from his rear row starting postion, passing riders on the outside and as he moved up on Hateley, Sammy would go wide while John would hold it low on the inside. Side by side through the corners they went, and Sammy finally made it around John for the win, leaving Hateley in second and Conserriere in third. Bast finished fourth with Nicholson fifth, after unfortunately losing a plug wire.

(Results on page 16)

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DEHESA HEAT WAVE

Story and Photos by Bill Harmer

SAN DIEGO, Cal., July 14 – The heat wave that discouraged work crews from preparing the course broke in time for a beautiful, comfortable Sunday at Dehesa speedway. The Hi Boots M.C. found a larger than usual number of entries waiting to sign up for the day's competition of their monthly TT program.

Practice turns disclosed that the course was in anything but satisfactory condition so the Hi Boots boys did some work on it before the first race. Lack of sufficient time, however, prevented much improvement and only resulted in delaying the start of the program.

Finan Flies

There was such a large entry list in the Open Expert class that they had to change from the usual motos and run heats, semi and Main. Wayne Hosaka, on Mike Garrett's BSA, looked good in practice and appeared ready to make a serious bid for his first win since competing as an Open Expert. Al Finan also was having one of his better days and showed real promise. Jim Harmon was still limping slightly but it did not seem to bother him on the track and as usual Myron Carter looked cool and confident as he prepared to defend his No. 1 status. Ascot star Mel Lacher's younger brother, Ron, was also entered in the event. The Main Event found Al Finan off the line first, closely followed by Hosaka, Harmon and Carter. As the race progressed Finan and Hosaka got as far as 100 yards ahead of third place runner, Carter. On next to the last lap, as he was coming out of the far sweeper into the straight, Hosaka's machine threw a rod through the cylinder which allowed Carter to go on to an easy second place behind the flawless riding Al Finan on Earl Roloff's smooth performing Triumph. Al's brother Don, whose riding ability is usually concealed by mechanical failure, had his Triumph in good shape and won an impressive third.

The 100cc Novice Main was a slam-bang affair that let little Earl Roloff Jr. display his true riding skill. Getting off the line poorly, the 11-year-old speedster had to move his Yamaha through a lot of traffic until on the next to last lap he squeezed by D. Staffer, who shut him out at their last meeting. R. Raushnamn rode a nice consistent race to grab third honors.

Powder Puff champion, Carol Chiara, proved her claim on the No. 1 plate, turning back all her competition skillfully handling her Hodaka. Carol Gooding and Susan Saucher never let her out of range however as they rode their Hodakas to second and third.

Wayne Hosaka borrowed a Van Tech Hodaka and completely demoralized the 100cc Expert riders, winning all three and never being pressed seriously. Mickey Chiara, who has been riding beautifully among the leaders the past several weeks, again nailed down second spot, riding Jim McGuire's reed induction Hodaka. Jim Dunn slammed his Bridgestone racer across in third position.

Carol Chiara who holds number 1 Powder Puff plate, won top honors in her class.

The 200cc motos were dominated by Yamaha pilot W. Clark who is consistently among the leaders of late, but he was pressed by Kawasaki-mounted R. Hosaka and K. Renick on a Bridgestone. J. Chitwood, riding a Don Vesco prepared Yamaha, showed real talent to win the 250cc Main Event. Kawasaki-mounted J. Grace continued to improve by beating out hard-riding Bultaco pilot N. Pound for second honors.

Rough Riding Ring

Steady riding Husqvarna master Ward Ring found the rough track to his advantage, as he has a lot of rough scrambles racing experience, and racked up an impressive win. Yamaha ace Ray Vanderpool put on a flashy riding exhibition but was unable to overtake him and had to settle for second. Bultaco rider, L. Bishop outdistanced the rest of the field to claim third.

There were not enough entries for a 500cc class so all bikes in that class were entered in the open division making the Open class into a conventional heat and Main event type of contest. Wayne Butterfield got his Triumph off the line in good position and went into an early lead in the Open Novice Main Event. Riding consistently he maintained his commanding lead until next to last lap when coming into the far sweeper, the rough course caused him to lose control and go off the track momentarily, allowing Bultaco-mounted D. Emolton to squeeze by him and win the race.

Ironically, Butterfield, who was making a bid for his first win of the year was one of the Hi Boots members responsible for the preparation of the track. Wayne says that his bike is running great now and he'll get in the winner's circle yet. BSA jockey J. Evan scampered across the finish third.

In spite of the rough track, which some riders said made the races more interesting, the Hi Boots put on a very good program which was exciting for both the riders and the spectators. As the dust slowly settled over the track and the cyclists headed their trucks and vans homeward, most were in agreement that it had been a very fine day at Dehesa.

(Results on page 16)

Eleven-year-old speed merchant, Earl Roloff Jr., winning 100cc Novice Main Event handily, Yamaha-mounted. He got a bad start, had to work through pack before gaining victory.

Over the Dehesa jump comes #6 Al Finan, winner of the Open Expert Main Event, followed by second place finisher #1 Myron Carter.

FAR-OUT FREMONT SCRAMBLES

Story by Larry Stewart

FREMONT, Cal., July 7– Sportsman racing continued fast and furious at Fremont Raceway as the Fremont Fames M.C. took over the track from the Palo Alto M.C. to sponsor their first race of the year.

The program was well run with the exception of some sloppy flag work by various starters, which caused restarts, overheated clutches, ragged nerves and bloodthirsty yells from riders and spectators alike.

Even a bad starter didn't bother Paul Johnson, however. But then, what does? Johnson, who is far ahead in the race for high point Expert in District 36, won the 250 and Open Expert heats, the 250 Main, and was leading the Open Expert Main when his El Bandido gave out on the third lap. That's what bothers him – a machine that won't run. But not much else.

In the 250 heat he started in third place, zapped second place man John Silva in the third lap and swooped leader Bruce Teixeira, who had been way ahead, on the final lap. The Open Expert heat was less trouble as Paul led from wire to wire, with Lance Anderson on a 650 BSA the only competitor to stay anywhere near him.

In the 250 Main Johnson also led for the entire race, but Allen Kenyon on a PurSang stayed surprisingly close to Paul's Suzuki TM. Kenyon was just as close in the Open Main when both he and Johnson were on El Bandidos. When Paul's machine quit, Kenyon had a big lead over the third place man, and he stretched it even further before he took the checkered flag.

The way Johnson and Kenyon thoroughly trounce super-tuned 40-inchers ridden by other Experts is beginning to make that old adage about there being no substitute for cubic inches sound ridiculous. If cubic inches were going to count they would certainly do so at Fremont, which is a very fast track; but where these two young Experts are concerned, all those "cubes" add up to nothing when the starter's flag falls.

Carrillo Courageous

While Johnson was great as always, the best ride of the day, in terms of courage if not style, was turned in by Glenn Carrillo in the 200 Amateur class. Carrillo was leading the heat in this one by the length of the straightaway when he looked back to check the opposition, hit a crossways bump, and went over the handlebars and on his gourd at about 50 mph. He suffered a badly bruised hand and leg but managed to push his Bultaco across the line in order to transfer to the Main.

After bending his machine back into shape and visiting the ambulance for about three yards of bandage, Glenn went out and took first place in the Main after a tremendous battle with Jim McNulty, passing him to take over the lead on the last lap!

As usual, the 250 Amateur class was won by Scott Diffenbaugh and his very quick Suzuki TM. Scott won both the heat and the Main in this one, but new Amateur Jim Rice stayed fairly close to him in both races. Maybe after Jim gets a few more Amateur clashes under his belt he will be able to give Scott a real run for the trophies. Let's hope so, because Diffenbaugh's invincibility is beginning to make this class rather dull.

The 250 Novice Main provided plenty of excitement, however, as T. Moya, Pat Hurd and Carl Trieste waged a three-way battle for the top trophy. There weren't more than five feet separating the three Bultaco riders when they went through the first corner, and that's the way it stayed for eight laps. Riding so close together, it seemed certain that one of them would fall or falter, but no one did...an excellent ride by all three men.

The 650 Amateur class also produced some excellent riding as Eddie Garza did a beautiful job of keeping his Triumph ahead of the BSAs of consistent top finishers Mario Rinaldi and Jim Chisum.

The 100 and 200 Novice classes were strictly "no contest" as Fred Bennett and Ivan Shigemasa ran away from the rest of the field on fast Hodakas, and Don Cowles and Stan Caffott did the same in the bigger class on Bultaco Sherpas.

(Results appeared last week)

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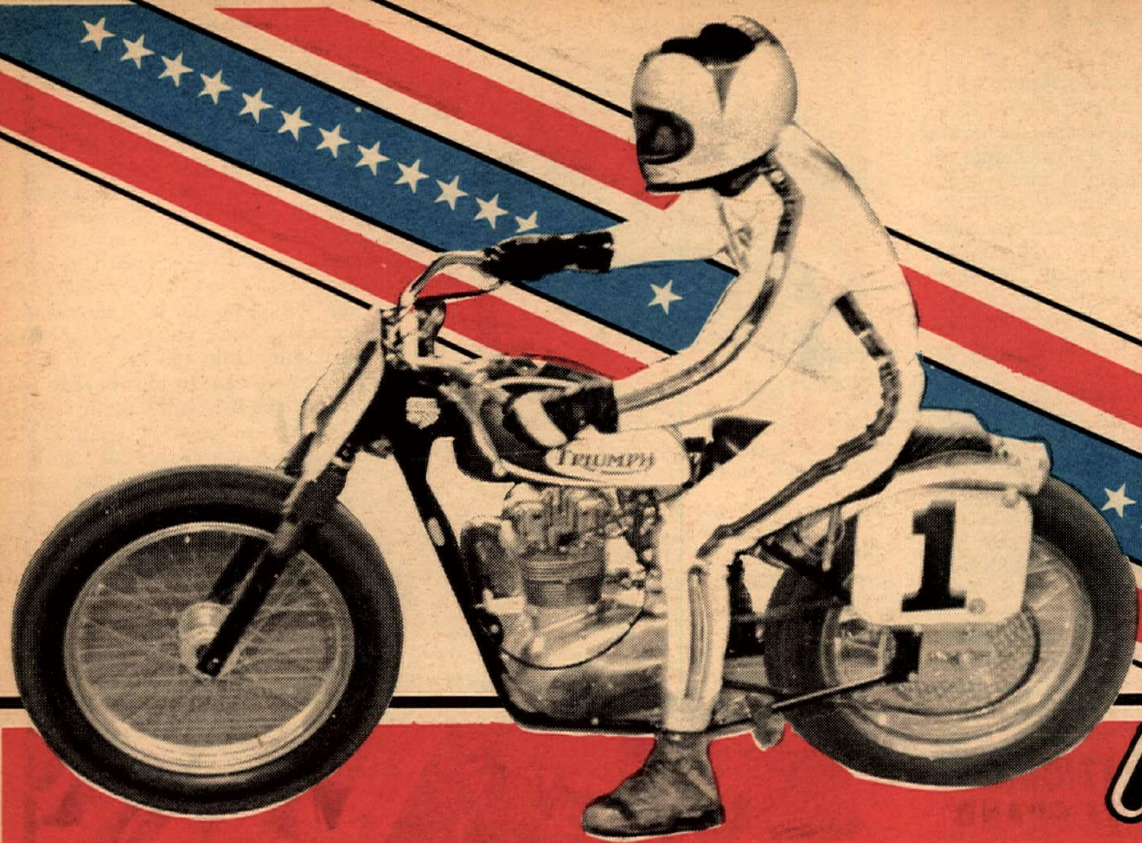

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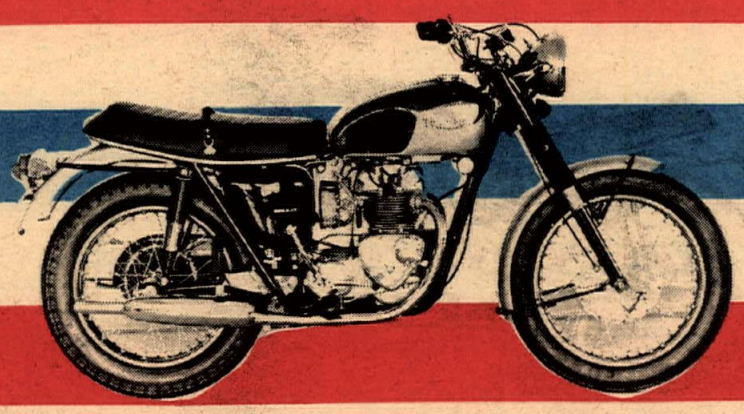
2nd DICK MANN BSA
3rd EMIL AHOLA H-D
4th PAUL BOSTROM TRIUMPH
5th SONNY BURRES TRIUMPH
6th DAN HAABY H-D
7th DUSTY COPPAGE TRIUMPH
8th JIM ODOM TRIUMPH
9th JIM CORPE TRIUMPH
10th EDDIE MULDER TRIUMPH



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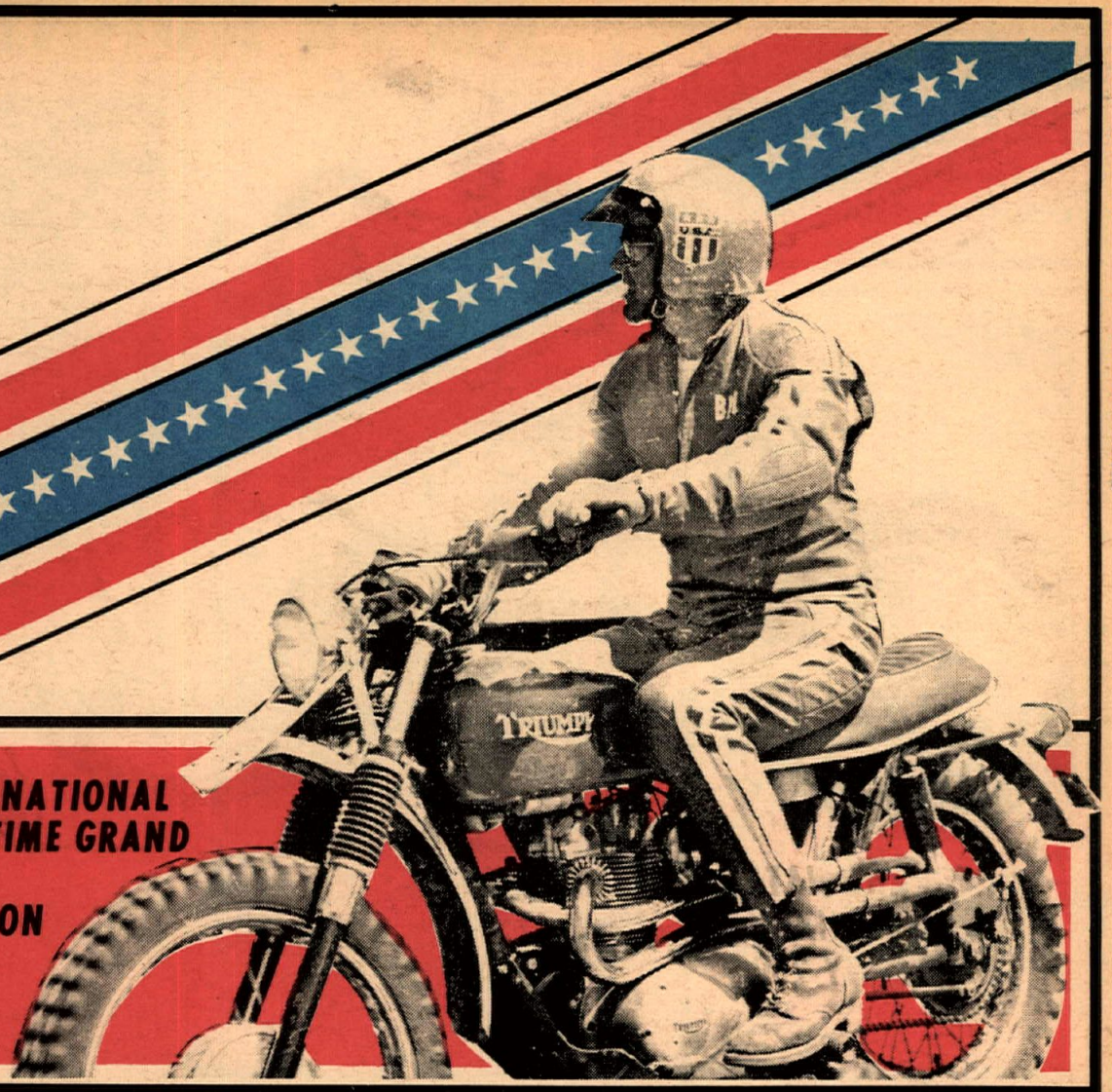

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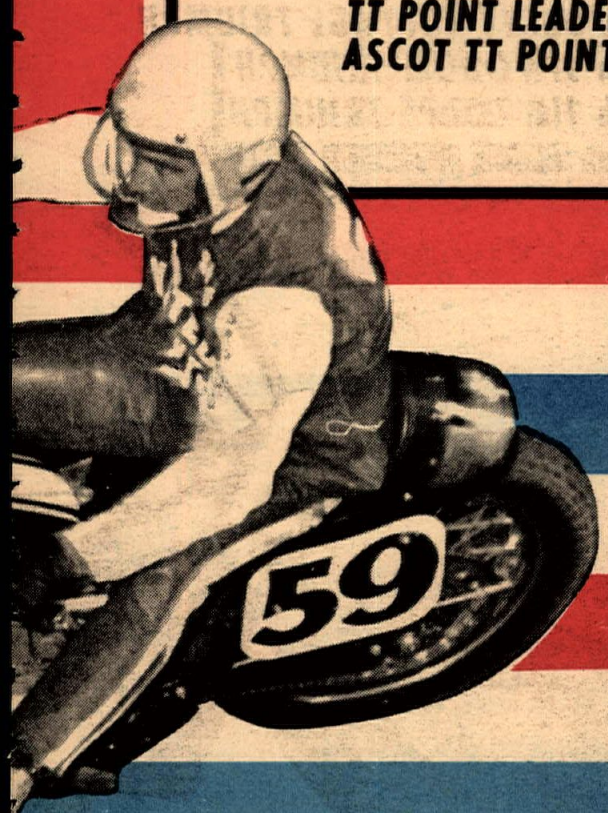

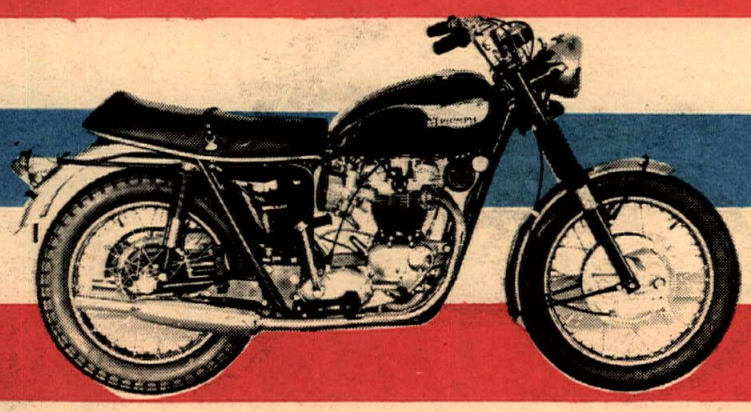

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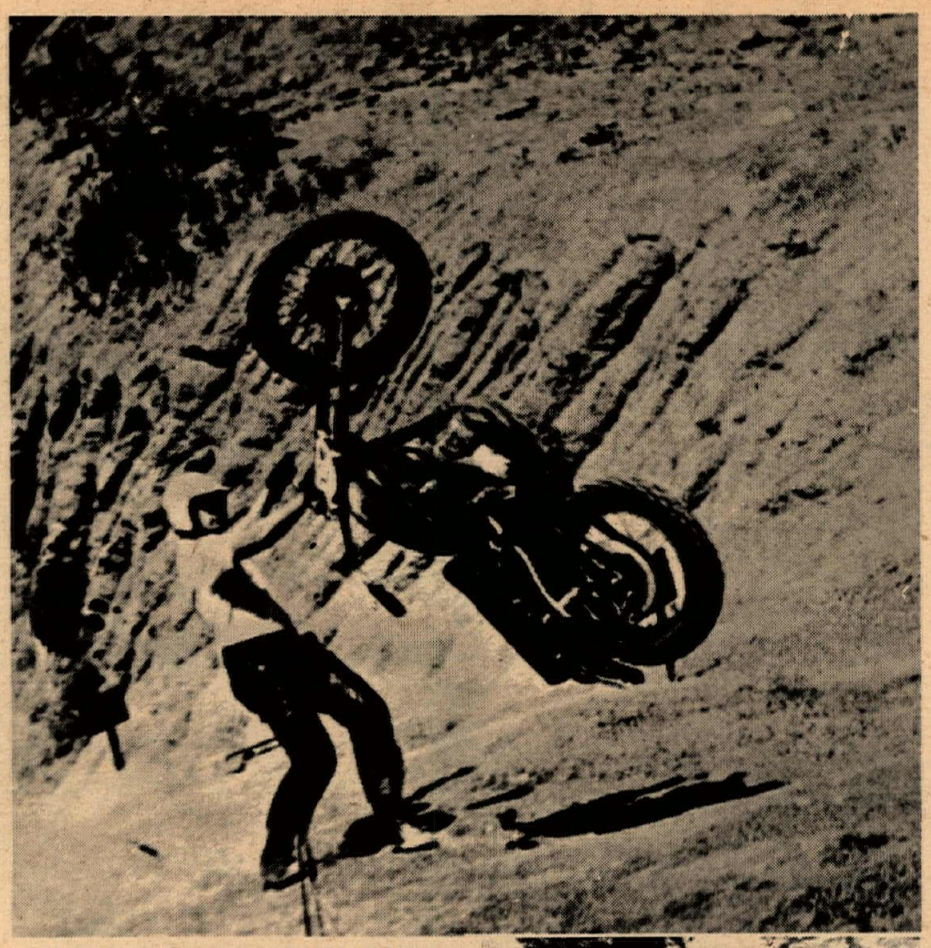
RIDGE RUNNERS TIRE CLIMB

Wheelies are one thing, but tire climbs are something else. This competitor is nearing the top of the Ridge Runners peak.



ABOVE: No, he's not throwing his Triumph away in disgust. The machine just has a mind of its own.

RIGHT: Bridgestone pilot knocks over marker at the 50-foot level. Though little publicity has been given the Troutdale, Oregon area where the Ridge Runners M.C. present a variety of tire climbs, chain climbs, etc., their layout and facilities are finest in the area.

Photos by George Gould

Close to Troutdale, Oregon, at the foot of Mount Hood, is the site of tire climbs by the Ridge Runners M.C., and they have the most complete layout in the area.

Bleachers, public address system, electronic timers and refreshments all add to the enjoyment of events which draw a considerable amount of spectator as well as participant interest.

Chain climbs are also featured, and occasionally a group of jeep drivers attempt to negotiate the same hill.

(Results on page 16)

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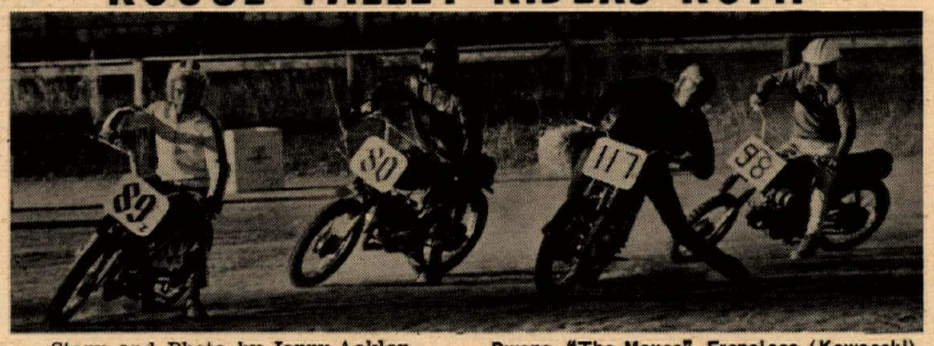
ROGUE VALLEY RIDERS ROMP



Dwane "The Mouse" Francisco (Kawasaki), 100cc A Main winner, here leads Don Thumler (80, Ron Johnson (117) & Perry Layman (98).

Story and Photo by Jerry Ackler

GRANTS PASS, Ore., July 13 – A three-motorcycle collision that sidelined one rider for the rest of the evening, failed to slow Dwane (The Mouse) Francisco, No. 89z, of Medford, in riding his Kawasaki to victory in two more races at the TT Scrambles sponsored by the Rogue Valley Riders Inc., at Josephine County Fairgrounds.

Francisco had already won the 100cc Flattrack race in the AMA-sanctioned meet and was in a tight heat race with Dan Ginther of Medford and Bob Grossi of Santa Cruz, Calif., when the three became entangled at the end of the third lap and caused the race to be black-flagged. The Mouse came back, however, to ride his Kawasaki to victory in the 100cc A Main, and another Kawasaki to triumph in the 250 C Main.

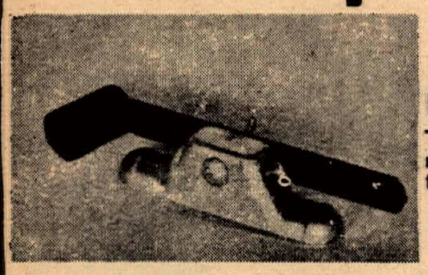
John Soy of Yreka, Calif., riding a Bultaco, took first place trophies in the 200cc Flattrack, 200 Trophy Dash, and 200 A Main.

Mike Thompson of Eureka, Calif. (Montesa), was a double winner, taking first in the 250 A Main and the 250 A Flattrack.

Dick Chambers of Grants Pass, also was a double winner, as he won both the Trophy Dash and the A Main in the Open Class.

(Results on page 16)

NEW



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ELSINORE

NIGHT SCRAMBLES

STUMP JUMPERS STOMP AT ELSINORE

Story by John Taylor
Photo by Manuel Burton

ELSINORE, Cal., July 13 – The Stump Jumpers threw a points race at Elsinore Raceway Saturday night and nobody came; nobody but the people. They came in pairs, groups, herds, and finally droves until the pits had become a sea of cars and bikes spilling over into the surrounding hills. The final count was almost a thousand paid attendance with just under two hundred riders. The Stump Jumpers were more than up to the task and had enough manpower on hand to bring tears to the eyes of some of the "older" District 37 clubs.

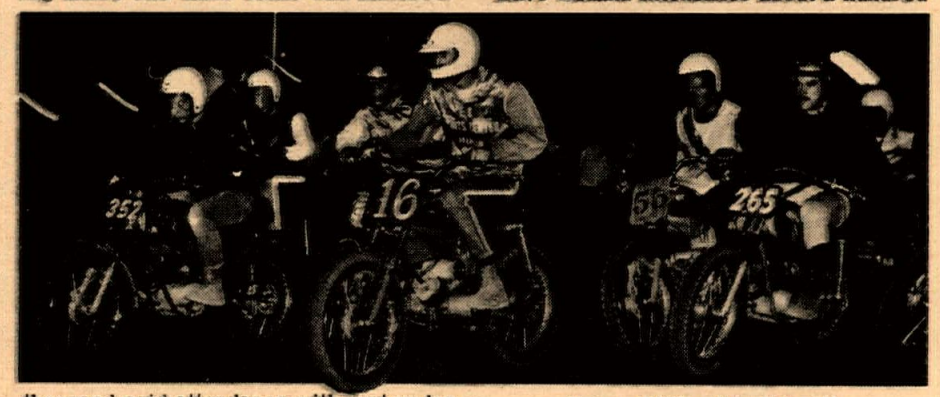
Everything went super-smooth right up until the Mains then ZAP! Lady Luck pulled the plug and the roof fell in. It was the same old bugaboo that has plagued every bike track from Ascot on down. Through no fault of the sponsoring club, a rash of crashes sent one then two then three ambulances off to the hospital. We are happy to add that, as of this writing, all the riders involved are listed in satisfactory condition.

Impromptu Entertainment

During the first "ambulance intermission" the Stump Jumpers entertained the troops with a members-only foot race around the entire track. With twenty or so racers involved, there was much bumping and jockeying for position through the sweeper and up the first hill. John Maynard was first to drop out (fouled plug). Down the back stretch the ranks were quickly decimated by various mechanical woes (rubber legs, short wind, fallen arches, etc.) Three more were disqualified for cutting the course and two for burning fuel (Coors). The crowd gave a good hand to the winner, Bob Maynard, as he crossed the line. When offered the checkered flag for a victory lap, he collapsed.

The races began as usual with the wee ones. The combined 50 Nov./Am./Ex. class was won by the wailing Honda of Steve Nichols with Dick Carver second. Steve's Honda has to be one of the strongest teacuppers around as he was as fast if not faster than most of the 100s. Diane Connolly did the deed in the Powder Puff thing on her Hodaka with like-mounted Elaine Olds second and Sandra Lambert third.

The 100 Expert motos promised to be some great racing as the rivalry between Fast Fred Edwards and Dashing Dave Aldana intensifies about a hundred degrees with each meeting. In the first moto, Fred leaped into the lead on his K&N sponsored Yamaha single with Dave's Irv Seaver's Suzuki way back in sixth. Dave would have none of that and, passing two or three riders a lap, managed to take the lead on the last lap. Apparently he had pushed the bike too hard though, as it would not fire for the next race leaving Edwards easy wins in the next two motos.



Group of 100cc jobs take off.

The 100 Amateur trophy went to Dale Hopkins, an Elsinore regular, with Keith Tennis second, also on a Hodaka. Dale only needs a few more points to transfer and he will then have to join the Expert fray.

Troy McKee made off with the 100 Novice win after a race-long battle with Chris Smith. Smith turned in one of his best rides this season leading most of the race while his pit crew and friends went stark raving nuts cheering for him. This kind of enthusiastic backing makes a rider really want to get it on.

The 175-200 Combined class is sometimes lost in the shuffle but Saturday night hard-riding Dave Massingham on a 'Taco and Dan Carlton on an Ossa put on too good a show to be missed. Dave won the first two motos and the trophy with Dan taking the last moto and second place.

250 Novice gold went to Yamaha rider Jocko Arledge after a good struggle with Charles Soderstrom's Bultaco. Elsinore regular Ron LeMastus took third.

Point leader Randy Ellis won the 250 Amateur event in fine style leading home Steve Raspin and Dale Bird. A whole gang of 250 Novices are happy to see Randy move up as he was the terror of this class at the regular Saturday night events.

Gary Scott's Bultaco showed the 250 Experts the short way 'round by winning the class on moto points. Larry Taylor took second and was never far out of contention for first.

Crash Time

Things had gone pretty smoothly until the 350 Main arrived and Boy! did it arrive. Part of the problem may have been the lack of entries which forced Novices, Amateurs and Experts to ride together. Some of the riders were simply in over their heads trying to keep up with more experienced racers. Whatever the reason, this Main furnished three of the four injured of the evening. The race had to be black-flagged just after the start when two or three bikes went down. After a short wait for the ambulance, it was restarted only to be stopped again on lap four after a mass catastrophe just after the jump which sent two more riders in for repairs. The race was called with "cigar and all" Jay Wahl the winner, C.W. McIntosh second, and Rich Bird third.

500 Novice honors went to L.A.P.D. officer Dennis Burkman riding a BSA Victor. In the first moto he had such a lead built up that after a crash in the sweeper he still had time to remount and finish a close second. The competition had no such luck in the second and third motos with one of "L.A.'s finest" winning by a mile.

Tom Simpson won the Open Novice event on an old non-unit Triumph that flat honks. Your reporter rode this event and managed to snatch defeat from the jaws of victory by knifing his way to the back of the pack just after the starting flag.

The 500-Open Amateurs and Experts ran together and really put on a good show. In the first heat Dave Lenar jumped into a good lead on an Irv Seaver's Victor. Joe Flores was running a fairly close second until the last lap when Flores came around in front with no Lenar in sight. Lenar finally coasted across the line with a dead engine. After some frantic pit work, Lenar roared back to win the Main with Flores in second and Tom LaFortuna in third.

The Stump Jumpers closed the evening with a Sweepstakes race for all class winners under a handicap system. Fred Edwards managed to keep his flying Yamaha in the lead for the five laps to take the win. Tom Simpson and Dave Lenar were having a good dice for second place with Simpson taking the decision.

The really good looking trophies were presented after the race and most of the riders went home pleased with the well-run event. The Stump Jumpers get better with every event they run and this was a good one. Well done! The riders enjoyed it, the spectators enjoyed it, and, by George, the Stump Jumpers looked like they had a ball too!

(Results on page 16)

SANTA MARIA SPEEDWAY – JULY 21
0 – 125 NOVICE CLASS
1st DALE GARTEN M/B
Dale took first in his heat, then went on to win the Main.

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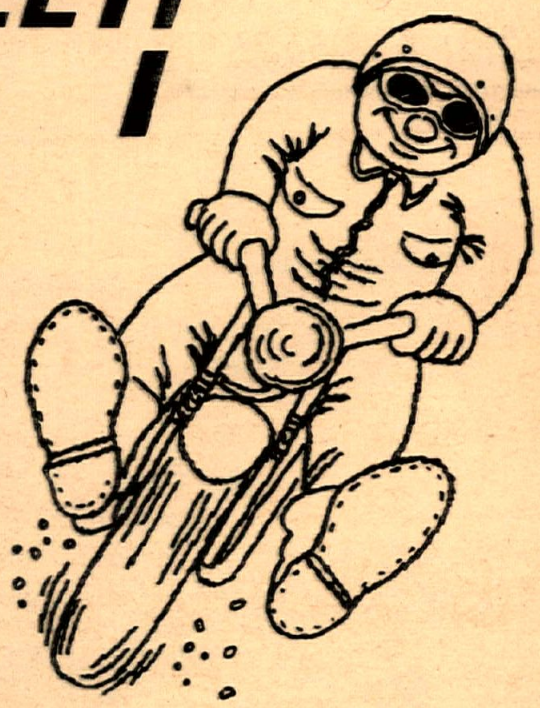

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RESULTS

TROJAN RACEWAY SHORT TRACK
So. Gate, Cal., Wed., July 10, 1968

By Mike Capalite

100cc JUNIOR
1. Dan Hazel Yam
2. Joe Ambrose Suz
3. Chris Smith Kaw

100cc SENIOR
1. Jimmy Raymond Suz

100cc TROPHY DASH
1. Dale Hopkins Suz

250cc JUNIOR
1. Dennis Burkman Hon
2. Eddie Walker Tri
3. Ronald LaMastus Yam

250cc SENIOR
1. Carroll Skov Bul
2. Lee Stumpenhaus Bul
3. Danny Jones Bul

250cc TROPHY DASH
1. Lee Stumpenhaus Bul

PERRIS SCRAMBLES
Perris, Cal., Sat., July 13, 1968

100cc NOVICE
1. Larry Lund Bri
2. Don Fravenberger Suz
3. Bob Sanders Yam

100cc NOVICE B
1. Bill Dobbs Yam
2. #099 —
3. Jim McKay Kaw

200cc
1. Loyal Walker Bul
2. Gary Griffing Bul
3. Roy Griffing Bul

250cc NOVICE A
1. Jerry Cornwell Bul
2. Ron McDaniels Kaw
3. Ken Currell Bul

250cc NOVICE B
1. Loyal Walker Bul
2. Doug Mason Kaw
3. Joe Widsom Bul

250 AM./EXPERT
1. Vincent Graves Bul
2. Chuck Claydon BSA
3. DeWayne Jones Tri

500 NOVICE
1. C. Glen Brunson Bul
2. Roy Griffing Bul
3. Michael Cox Tri

650 NOVICE
1. Ron McDaniels Tri
2. Ed Escher Tri
3. Nicholas Olson Nor

EXPERT MOTO
1. Jim Hunter BSA
2. Gary Jones BSA
3. John Heynemann Tri

SWEEPSTAKES
1. Loyal Walker Bul

SPROCKETS PARK SCRAMBLES
Bakersfield, Cal., Sat., July 13, 1968

By Ernie Winslow

125cc NOVICE
1. Art Carter Hon
2. Ron Powell Yam
3. Ron Typer M-B

125cc AM./EXPERT
1. Joe Roseberry E Kaw
2. Frank Roseberry E Kaw
3. Guy Smith E H-D

200cc NOVICE
1. Gil Robbins Bri
2. Jay Davis Bri
3. Tom Pollard Bul

200cc NOVICE
1. Gil Robbins Bri
2. Jay Davis Bri
3. Tom Pollard Bul

200cc AM./EXPERT
1. Guy Smith Bri
2. Ron Tobey A Bri
3. Art Carter A Bul

250cc NOVICE
1. Howard Howell Yam
2. Jeff Johnson R-E
3. Steve Colby Bul

250cc AMATEUR
1. Stan Mills Mon
2. Max Carpenter Bul
3. Ken Wise H-D

250cc EXPERT
1. Rick Blake Suz
2. Tracy Bright Bul
3. Harvey Bakker Bul

350cc NOVICE
1. Pete Willis Duc
2. Dave Gardiner Hon
3. Gary Melton Bri

500/600cc NOVICE
1. Lynn Campell Tri
2. Allen Basden Tri
3. Ray McCallister Tri

500/600cc AMATEUR
1. Mike Keene Mat
2. Midge Griffith Nor
3. Louie Woods Tri

500/600cc EXPERT
1. Butch Turner Tri
2. Ron Pierce Tri
3. Lannie Mays Tri

STUMPJUMERS SCRAMBLES
Elsinore, Cal., Sat., July 13, 1968

By John Taylor

50 COMB. MOTOS
1. S. Nichols Hon
2. D. Carter Hon

POWDER PUFF MOTOS
1. D. Connolly Hod
2. E. Olds Hod
3. S. Lambert Yam

100 NOVICE MAIN
1. T. McKee Hod
2. C. Smith Kaw
3. A. Skeel Hon

100 AMATEUR MAIN
1. D. Hopkins Hod
2. K. Tennis Hod
3. S. Mudd —

100 EXPERT MOTOS
1. F. Edwards Yam
2. S. Nichols Hon
3. J. Connolly Hod

175-200 COMB. MOTOS
1. D. Massingham Bul
2. D. Carlton Oss
3. M. Tousseau Bul

250 NOVICE MAIN
1. J. Arledge Yam
2. C. Soderstrom Bul
3. R. LeMastus Yam

250 AMATEUR MAIN
1. R. Ellis Bul
2. S. Raspin Bul
3. D. Bird —

250 EXPERT MOTOS
1. G. Scott Bul
2. L. Taylor Bul
3. J. Connolly

350 COMB. MAIN
1. J. Wahl Hon
2. C. McIntosh Hon
3. R. Bird Hon

500 NOVICE MOTOS
1. D. Burkman BSA
2. D. Finley BSA
3. G. Thibauh BSA

OPEN NOVICE MOTOS
1. T. Simpson Tri
2. J. Garban Tri
3. C. Arrowwood Tri

500-OPEN AM./EX. MAIN
1. D. Lenar BSA
2. J. Flores Tri
3. T. LaFortune Tri

SWEEPSTAKE
1. F. Edwards Yam

SPORTSMAN ROAD RACES
San Angelo, Texas July 7, 1968

By John Blanton

PRODUCTION CLASSES
200cc
1. Richard Long Hon
2. John Walker Hon
3. Jim Schwantz Yam

250cc
1. Chris Cook Duc

OPEN
1. Bennie Campbell Suz
2. Rusty Bradley Yam
3. Jimmy Foster Yam

GP CLASSES
100cc HEAT
1. Johnny Bryant Yam
2. Darryl Hurst Yam
3. Willard Kelley Yam
4. Keith Jenkins Bri
5. Johnny Cone Yam

200cc HEAT
1. George Johnson Yam
2. Johnny Bryant Hon
3. David Watkins Bul
4. John Moyer Bul
5. Danny Forke Hon

250cc/OPEN HEAT
1. Rusty Bradley Tri
2. Art Baumann Yam
3. Mike Cone Yam
4. Larry Beall Yam
5. Leroy Ferry Nor
6. David Townsley Yam
7. Joe E. Delgado Hon
8. John Miller H-D
9. Bennie Campbell Suz
10. John Rufenacht BSA

200cc GRAND FINAL
1. Johnny Bryant Hon
2. George Johnson Yam
3. David Watkins Bul
4. John Moyer Bul
5. Darryl Hurst Yam
6. Butch Nelson Bri
7. Willard Kelley Hon

250cc FINAL
1. Art Baumann Yam
2. Ron Pierce Yam
3. Larry Beall Yam
4. Mike Cone Yam
5. Terry Kiraly Yam

OPEN FINAL
1. Rusty Bradley Tri
2. Art Baumann Yam
3. Walt Fulton H-D
4. Leroy Ferry Nor
5. Joe E. Delgado Hon
6. Bennie Campbell Suz
7. John Rufenacht BSA
8. Benjamin Childs Tri
9. Jackie Haney BSA

ROGUE VALLEY FLAT-TRACK & TT
Grants Pass, Ore. July 13, 1968

By Jerry Acklen

FLAT TRACK
100cc: Dwane Francisco Kaw
200cc: John Soy Bul
250B: Larry Howard Yam
250A: Mike Thompson Mon
500: Fritz Espy Bul
650: Bob Vaughn Tri
Kids: Rick Ziegler Yam

TROPHY DASHES
100: Gene Schneider Bul
200: John Soy Bul
250: Jerry Bergquist Hon
Open: Dick Chambers Tri
Kids: Rick Ziegler Yam

A MAIN
OPEN
1. Dick Chambers Tri
2. Bob Vaughn Tri
3. Lance Anderson BSA
4. Fritz Espy Bul
5. John Ridgeway Tri

250
1. Mike Thompson Mon
2. Jerry Bergquist Hon
3. Wes Word Suz
4. Mike Lawless Duc
5. Lance Anderson Bul

200
1. John Soy Bul
2. Dennis Krois Yam
3. Dave Russell Kaw
4. Mike Branam Bul
5. Gene Schneider Hon

100
1. Dwane Francisco Kaw
2. Gene Schneider Bul
3. Perry Layman Hon
4. Wes Word Suz
5. Peter Simmonson M-B

B MAIN
OPEN
1. Dick Russell Jr. Tri
2. Joe Duncan Tri
3. Steve Anderson Hon

250
1. Steve Nason Kaw
2. Ed Nielsen GPC
3. Harvey Ziegler Yam

100
1. Alan Thompson Hon
2. Don Ganoung Yam
3. Tim Hamilton Hon

C MAIN
250
1. Dwane Francisco Kaw
2. Dan Ginther GPC
3. Gary Chaplin Kaw

KIDS MAIN
1. Rick Ziegler Yam
2. Randy Johnson Bul
3. John Renfro Kaw

1968 NATIONAL AMA POINT STANDINGS TO DATE
(After Portland Nat'l. 9/14/68)

1. Gary Nixon 350
2. Calvin Rayborn 326
3. Bart Markel 289
4. Fred Nix 252
5. Mert Lawwill 200
6. Dan Haaby 176
7. Dick Mann 135
8. Chuck Palmgren 118
9. Gene Romero 114
10. Buddy Elmore 112

HI BOOTS DEHESA SCRAMBLES
San Diego, Cal., Sun., July 14, 1968

By Bill Harmer

POWDER PUFF MOTO
1. Carol Chiara Hod
2. Carol Gooding Hod
3. Susan Saucher Hod

100cc NOVICE MAIN
1. Earl Roloff Jr. Yam
2. D. Staffer Bri
3. R. Raushnamn Yam

100cc EXPERT MOTO
1. W. Hosaka Hod
2. M. Chiara Hod
3. J. Dunn Bri

200cc MOTO
1. W. Clarke Yam
2. W. Hosaka Kaw
3. K. Renick Bri

200cc NOVICE MAIN
1. J. Chitwood Yam
2. J. Grace Kaw
3. N. Pound Bul

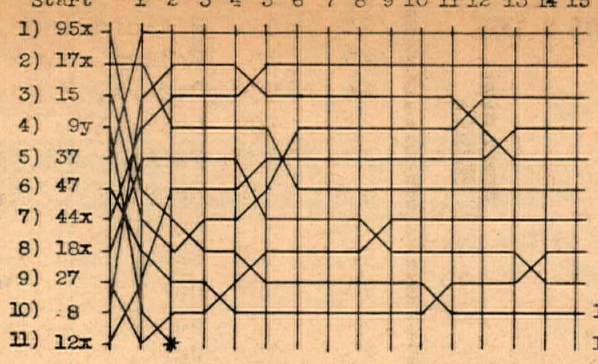
250cc EXPERT MOTO
1. W. Ring Hus
2. R. Vanderpool Yam
3. L. Bishop Bul

OPEN NOVICE MAIN
1. D. Emolton Bul
2. W. Butterfield Tri
3. J. Evan BSA

OPEN EXPERT MAIN
1. A. Finan Tri
2. M. Carter Tri
3. D. Finan Tri

LAP CHARTS by Carol Sims

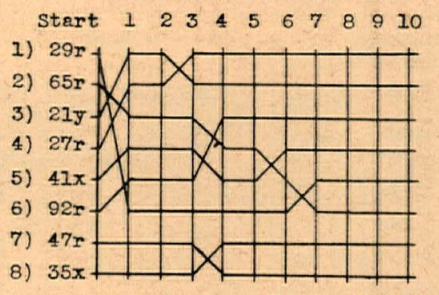
15-LAP ASCOT EXPERT MAIN EVENT



1) 37 Mel Lacher (H-D)
2) 44x DeWayne Keeter (BSA)
3) 15 Ralph White (BSA)
4) 12x Ron Kruseman (BSA)
5) 8 Shorty Seabourne (BSA)
6) 17x Randy Say (BSA)
7) 27 Chuck Jones (BSA)
8) 47 Pat Gosch (Tri)
9) 18x Phil Todd (BSA)
10) 95x Clyde Litch (Tri)
11) 9y Paul Conserriere (BSA)

Time: 5:51.53 * Did Not Finish

10-LAP ASCOT AMATEUR MAIN



1) 27r Geezer Emick (BSA)
2) 21y Don Harms (H-D)
3) 92r Reg Chosney (BSA)
4) 41x Bill Cody (H-D)
5) 29r Marshall Jennings (BSA)
6) 65r Norm Elledge (Tri)
7) 35x Alex Chinowski (BSA)
8) 47r Harry Buchner (BSA)

Time: 3:55.41 (New Track Record)

RIDGERUNNERS TIRE CLIMB
Troutdale, Ore., Sun., July 7, 1968

By George Gould

100cc CLASS
1. Larry Butterfield
2. Albert Matson
3. Norman Oleson

175cc CLASS
1. George Simms
2. Chuck Snyder
3. Stan Gaunt

250cc CLASS
1. Larry Butterfield
2. Dick Jacobson
3. Don Wrinkle

30 INCH CLASS
1. Chuck Hodson
2. Dave Stinson
3. Dell Burgess

40 INCH CLASS
1. Chuck Hodson
2. Dan Hemming
3. John Tatum

ELDORADO RACEWAY OVAL TRACK
Sacramento, Cal., Fri., July 5, 1968

By Bobbie Kelly

100cc NOVICE CLASS
1. Pat Rooney Bri
2. Stephen Moore —
3. Watson Burres M-B
4. Ronnie Blackman Hod

200cc NOVICE CLASS
1. Milan Vickers Kaw
2. John Grant Bul
3. Danny Kamen —
4. Steve Norberg Yam

100/200cc AM./EX. CLASS
1. Kenny Roberts Suz
1. Jim Rodaer Bul
2. Mike Ellis Yam
3. Sherman Rodaer Bul

250cc NOVICE CLASS
1. Gale Gibbs Bul
2. Daniel Erickson Bul
3. Neil Odendahl —
4. Don Lockren —

250cc AMATEUR CLASS
1. Jack Driggs Kaw
2. Dick Lewis Suz
3. Jerry W. Pratt Bul
4. Marvin Hurlburt —

250cc EXPERT CLASS
1. Merrill Beidleman Bul
2. Micke Corcoran Bul

TROJAN RACEWAY TT
So. Gate, Cal., Thurs., July 11, 1968

By Mike Capalite

100cc JUNIOR
1. Troy McKee Hod
2. Jack Morgan Hod
3. David Ham Bri

100cc SENIOR
1. Gary Bailey Hod
2. Bryan Spinks Yam
3. Jimmy Raymond Suz

100cc TROPHY DASH
1. Bryan Spinks Yam

250cc JUNIOR
1. Myrle Hamm H-D
2. Gary McKenzie Bul
3. Paul Sharpe Kaw

250cc SENIOR
1. Gary Bailey Gre
2. Jerry Formby Yam
3. Eddie Walker Tri

Illustration by Chuck LaGreca

30-LAP NATIONAL TT CHAMPIONSHIP
Castle Rock, Wash. July 20, 1968

By J. K. Lacey

30-LAP EXPERT NATIONAL
1. Skip Van Leeuwen Tri
2. Dick Mann BSA
3. Emil Ahola H-D
4. Paul Bostrom Tri
5. Sonny Burres Tri
6. Dan Haaby H-D
7. Dusty Coppage Tri
8. Jim Odom Tri
9. Jim Corpe Tri
10. Eddie Mulder Tri
11. Eddie Wirth BSA
12. Dan Holton Tri
13. Fred Nix H-D
14. Mert Lawwill H-D
15. Bart Markel H-D
16. Mark Williams Tri

15-LAP AMATEUR FINAL
1. Jim Rice BSA
2. Mark Brelsford Tri
3. Jim Jones Tri
4. Cappy Skeen Tri
5. Dave Smith Tri
6. Bruce Anderson Tri
7. Harold Welsh Tri
8. Bennie Hardwich BSA
9. Mike Elder Tri
10. Roger Stanley Tri
11. Bill Manley H-D
12. Bob Fievez BSA

10-LAP NOV. MAIN EVENT
1. Jack Mott BSA
2. Al Brackenbury Hon
3. Bill Elder H-D
4. Squire Tomasie Bul
5. Sam Stockinger Yam
6. Harry Dorsten Suz

ASCOT HALF-MILE
Gardena, Cal., Fri., July 18, 1968

By Carol Sims

15-LAP EXP. MAIN EVENT
1. Mel Lacher H-D
2. DeWayne Keeter BSA
3. Ralph White BSA
4. Ron Kruseman BSA
5. Shorty Seabourne BSA
6. Randy Say BSA
7. Chuck Jones BSA
8. Pat Gosch Tri
9. Phil Todd BSA
10. Clyde Litch Tri
11. Paul Conserriere BSA*

Time: 5:51.53 *Did Not Finish

10-LAP AM. MAIN EVENT
1. Geezer Emick BSA
2. Don Harms H-D
3. Reg Chosney BSA
4. Bill Cody H-D
5. Marshall Jennings BSA
6. Norm Elledge Tri
7. Alex Chinowski BSA
8. Harry Buchner BSA

Time: 3:55.41 (New Track Record)

8-LAP NOV. MAIN EVENT
1. Randy Smith Suz
2. Terry Donaher Yam
3. Don Castro Kaw
4. Bob Fulton Suz
5. Rudy Galindo Yam
6. Dave Aldana BSA
7. Carl Sjoland Yam
8. Don Dudek Yam
9. Jim West Bul
10. Dick Bullock Yam

Time: 2:17.13

3-LAP EXP. TROPHY DASH
1. Mel Lacher H-D
2. Geezer Emick BSA
3. Paul Conserriere BSA
4. Clyde Litch Tri

Time: 1:11.62

RESULTS

DIST. 37 DESERT TRAIL BIKE POINT STANDINGS AS OF JUNE 9, 1968

PRESENT POSITION	1968 NO.	NAME	POINTS
1.	1	Morgan, J.	2030
2.	6	Morgan, F.	1245
3.	7	Jensen, E.	1235
4.	2	Froelich, J.	1220
5.	11	Jacklett, J.	1180
6.	4	Anderson, Jr., W.	984
7.	3	Barnett, R.	840
8.	8	Schiedler, E.	800
9.	45	McLaughlin, B.	785
10.	289	Watkins, Jr., D.	735
11.	588	Gipe, H.	685
12.	39	Goldsmith, D.	630
13.	74	Johnson, J.	600
14.	50	McGill, H.	561
15.	108	Glanders, G.	547
16.	9	Wright, D.	518
17.	608	Raider, M.	505
18.	88	Ramey, G.	495
19.	55	Bandringa, J.	486
20.	42	Anderson, Sr., W.	485
21.	61	Spencer, J.	480
22.	38	Markham, K.	452
23.	23	Taylor, L.	450
24.	47	Wilson, L.	449
25.	77	Klock, B.	437
26.	43	Lee, M.	436
27.	199	McDougal, F.	427
28.	126	Drake, T.	420
29.	12	Thomas, C.	411
30.	64	Eqing, B.	405
31.	82	Stevens, C.	380
32.	878	Griffin, W.	371
33.	803	Shepherd, C.	370
34.	184	Burrell, W.	366
35.	60	Mulock, L.	355
36.	16	Martino, R.	329
37.	34	Robbs, R.	329
38.	32	Froelich, L.	328
39.	31	Hoyle, T.	325
40.	515	Ragland, W.	319
41.	15	Foster, P.	295
42.	542	Afflack, D.	295
43.	51	Brown, J.	286
44.	94	Purcell, C.	279
45.	68	Klassen,	275
46.	92	Crowell, E.	275
47.	63	Souza, G.	270
48.	219	Martin, D.	270
49.	500	Bourgeois, K.	267
50.	20	Maroney, Jr., J.	260
51.	33	Miller, J.	260
52.	216	Benning, J.	260
53	578	J. Summers	235
54.	129	Garrett, W.	234
55.	14	Waters, R.	230
56.	952	Folks, Jr., C.	225
57.	69	Jenkins, T.	223
58.	35	Stumpf, R.	220
59.	132	Mattoney, I.	215
60.	340	Lundberg,	214
61.	106	Furnish, D.	213
62.	190	Parks, K.	206
63.	395	Clark, T.	200
64.	700	Roeseler, E.	200
65.	523	Morgan, D.	198
66.	76	Wright, J.	195
67.	593	Burkert, R.	192
68.	112	Griffin, G.	190
69.	646	Biedenback, J.	186
70.	822	Nuckles. P.	186
71.	17	Ditson, J.	177
72.	331	Simmons, D.	172
73.	105	Barkkari, J.	168
74.	187	Wilson, D.	158
75.	650	Artz, J.	158
76.	56	Reynolds, D.	150
77.	651	Field, D.	148
78.	104	Sellings, D.	145
79.	21	Harrison, J.	140
80.	103	Cannady, E.	140
81.	792	Podolece, W.	140
82.	962	O'Neal, J.	140
83.	19	Oshime, H.	136
84.	95	Willeford, R.	136
85.	10	Walden, R.	135
86.	909	Peters, R.	132
87.	109	Leak, S.	130
88.	828	Matheny, R.	130
89.	274	Rapp, T.	125
90.	401	Benton, A.	125
91.	545	Chew, R.	125
92.	601	Harrington, L.	124
93.	67	Bandfield, R.	120
94.	125	Burt, E.	120
95.	477	Locke, A.	120
96.	181	Bihari, J.	117
97.	114	Saylor, T.	110
98.	825	Johnson, N.	110
99.	264	Sommers, C.	106
100.	66	Heininger, J.	105
101.	167	Kvammen, B.	99
102.	930	Hullett, H.	97
103.	116	Paul, R.	95
104.	263	Sommerville, R.	95
105.	390	Garjin, J.	95
106.	620	Long, C.	95
107.	735	Holliday, M.	95
108.	146	Garrett, C.	92
109.	864	Laws, C.	92
110.	86	Etheridge, D.	91
111.	22	Lindsey, W.	90
112.	91	Maynard, B.	90
113.	462	Warner, J.	90
114.	612	Wurtzel, A.	90
115.	616	Henderson, P.	90
116.	207	Wright, R.	89
117.	847	Domay, J.	87
118.	257	Brown, S.	86
119.	430	Shorb, R.	86
120.	750	Anselm, D.	85
121.	691	Brickner, J.	83
122.	245	Griffin, R.	81
123.	18	Paxton, R.	80
124.	205	Cashman, W.	80
125.	521	Staats, S.	80
126.	738	Grieve, D.	80
127.	629	Moeller, R.	79
128.	249	Bell, E.	78
129.	71	Gomen, B.	76
130.	918	Ramstetter, W.	75
131.	M-117	Grain, E.	75
132.	247	Sovern, L.	74
133.	768	Tripp, J.	72
134.	583	Dalton, S.	71
135.	37	Krizman, J.	70
136.	161	Devine, R.	70
137.	474	Adams, T.	70
138.	66	Norman, J.	68
139.	188	Mendenhall, H.	66
140.	272	Ryan, T.	66
141.	512	Garber, D.	66
142.	591	Messer, B.	65
143.	769	Hubbard, J.	63
144.	278	Lane, C.	61
145.	72	Guiliany, A.	60
146.	79	Cameron, K.	60
147.	379	Hockie, D.	60
148.	422	Wilson, M.	60
149.	345	Fishback,	59
150.	901	Yarbrough,	59
151.	605	Watkins, E.	57
152.	M-101	Green, L.	56
153.	158	Dillahay, C.	55
154.	454	Timmons,	55
155.	727	Colyell,	55
156.	217	Burton, M.	54
157.	183	Forlizzi,	51
158.	215	Salisbury, J.	50
159.	315	Tosetti, B.	50
160.	679	McCartney, T.	50
161.	813	Preiss, J.	50
162.	880	Harrison, S.	50
163.	919	Smith, C.	50
164.	90	Ferdman, A.	49
165.	87	Wiley, S.	48
166.	120	Sandeen, J.	48
167.	876	Stockwell, C.	48
168.	698	Sprangler, F.	57
169.	128	West, J.	45
170.	202	Eide, D.	45
171.	311	Kiedrowski, A.	45

AFM ROAD RACE
Carlsbad, Cal., Sun., July 21, 1968

50cc GP CLASS 1
1. Tony Nicosia Suz
2. Don Dierking Hon
3. Norm Fraijo Suz

500cc GP CLASS 2
1. Rod Schmidt Ita
2. Chuck Claydon Vam
3. Steve Monohan Vam
4. Dick Peace Mon

100cc GP
1. Mike Lane Hod
2. V.T. Howard Yam
3. Mike Morse Yam
4. Roy Nakamoto Yam
5. Colin Jones Hon
6. Donald Anselm Yam

125cc GP
1. Eldon Parker Bul

175cc GP
1. Mike Velasco Bri
2. Frank Smith Kaw
3. Ron Littlefield Hon
4. Roger Wood Bri
5. Gene Mitchell Hon
6. Larry Williford Duc
7. John Manning Par

250cc GP
1. Mike Lane Yam
2. Jack Simmons Yam
3. Don Emde Suz*
4. Bruce Tozier Yam
5. Joe Hamilton Yam
6. Barry Provisor Yam
7. Fred Villopoto Yam
8. Buzz Buzzell Yam
9. Richard Brower Yam
10. Kelly Evans Yam
11. Rod Brierlay Gre
12. Ruben Portillo Yam

*Pending Official Ruling

350cc GP
1. Thomas White Hon
2. James Chen Hon
3. Hurley Wilvert Bri
4. Jack Harney Bri

500cc GP
1. Dick Kilgroe Hon

OPEN GP
1. George Kerker Nor
2. John McGillivery Tri
3. Greg Kearney BSA

LIGHTWEIGHT PRODUCTION
100cc
1. Mike Velasco Bri
2. Kelly Evans Yam

200cc
1. Roger Wood Bri
2. Chris Moore Bri
3. Ed Light Yam

HEAVY PRODUCTION
250cc
1. Barry Wenn Duc
2. Bob Streimikes Duc
3. Dennis Baker Bul

350cc
1. Mike Lane Yam
2. Hurley Wilvert Bri
3. Dave Dorrschuk Hon
4. Jack Harney Bri
5. Alan Gingerell Hon

500cc
1. Dick Kilgroe Hon

OPEN
1. George Kerker Nor
2. Wally Allen Tri

JACKRABBITS EUROPEAN SCRAMBLES
Holiday, Cal., Sun., July 21, 1968

By Dick Wright

TRAIL BIKE NOVICE
1. Roger Peters Hod
2. Allen Wurtzel Zun
3. Don Redmayne Hon

TRAIL AM./EXPERT
1. Jack Morgan Hod
2. Eric Jensen Hod
3. Jack Froelich Bul
4. Frank Morgan Hod
5. Terry Clark Hod
6. Rob Robbs Hod
7. #83 —
8. Stan Staats Yam
9. Gary Westergaard Bul
10. Bob Steffan Jr. Gre
11. R.D. Webb Bul

OPEN & 500
1. Stan Barrett Hus
2. Steve Penn Hus
3. Tom Martin Ric
4. #771 —
5. Jack Lund —

250 AM./EXPERT
1. Mike Patrick E Yam
2. Gary Cole E Hus
3. Lee Zuber E Gre
4. Bill Ydiando E Hus
5. Tom Poteet A Bul
6. Bob Kulek A —

OPEN & 500 AM./EXPERT
1. Steve Staats 500E Bul
2. John Gaetz Op E Tri
3. Larry Bergquist 500E Bul
4. Ron Fry 500E Hus
5. Jack Burrs 500E Ric
6. Lynn Fortner 500E Mai
7. Tom Simpson Op A Tri

WHITEMAN SPEEDWAY
July 20, 1968

By Mike Capalite

A MAIN
1. Sammy Tanner JAP
2. John Hateley JAP
3. Paul Conserriere JAP
4. Steve Bast JAP
5. Jim Nicholson Eso

B MAIN
1. Jack O'Brien JAP
2. Steve Scott JAP
3. Gary Willis Mat
4. Phil Todd JAP

C MAIN
1. Jim Doron JAP
2. Scott Wilson NSU
3. Lee Stumpenhaus Eso
4. Homer Knapp Eso

TROPHY DASH
1. Jack O'Brien Eso
2. Jim Nicholson Eso
3. John Carter Eso
4. Bruce Haserot Jaw

1st MATCH RACE
1. Jack O'Brien Eso
2. Steve Scott JAP

2nd MATCH RACE
1. Rick Woods JAP
2. John Hateley JAP

NEW ONE LAP RECORD
Jack O'Brien 14.57 Eso

NEW FOUR LAP RECORD
Sammy Tanner 1.00.00 JAP

LUCKY SPOKES SCRAMBLES
Brush Prairie, Wash., Sun., July 14, 1968

By N.A. Williams

100cc CLASS
1. Billy Lewis Hod
2. Mark Baker Bul
3. Dale Hixson Yam

200cc CLASS
1. Mark Baker Bul
2. Dave Ditter Bul

250cc TROPHY DASH
Ken Hart Yam

250cc "A" MAIN
1. Bob Lindauer Yam
2. Mike Gregg Kaw
3. Vern Perry Bul

"B" MAIN
1. Vernon Loy Duc
2. Dwight Larsen Yam

500cc TROPHY DASH
Mike Gregg Kaw

500cc "A" MAIN
1. Vern Perry Bul
2. Bob Lindauer Yam
3. Mike Gregg Kaw

"B" MAIN
1. Harold Evans Bul
2. Walt Drake Gre

OPEN CLASS
1. Henry Schram Tri
2. Jim Ding Tri
3. Bob Lindauer Tri

IRWINDALE DRAG RESULTS
Sat., July 20, 1968

TOP BIKE
M. Disharoon H-D 10.76–127.00
RUNNER UP
B. Braverman Yam 10.87– –

LIONS DRAG RESULTS
Sun., July 21, 1968

TOP BIKE
Braverman Yam 11.02–125.52

STOCK STREET
A – Richardson H-D 12.56–105.75
B – Reed Tri 14.69– 89.40
C – Sommers Suz 12.84–102.38
E – G. Anchondo Suz 14.26– 94.53

TOP STOCK
Richardson H-D 12.56–105.75

MODIFIED
AA – Speedy High H-D 13.17–100.55
D – Middleton Yam 14.14– 89.02
E – Brian Janes Suz 14.60– 90.00
F – Al Burnett Yam 17.12– 73.05

TOP MODIFIED
Speedy High H-D 13.17–100.55

GAS
B – Amer.Speed Cycle Tri 12.08–110.00
C – Braverman Yam 11.02–125.52
D – Decker Hon 15.56– 87.97

TOP GAS
Braverman Yam 11.02–125.52

FUEL
A – B. Bogan Tri 11.50–122.00

ROAD RACE RESULTS ERROR

Results furnished us for the recent AFM road race at Orange County contained an error in the 250cc GP division. While Barry Provisor was listed as finishing third, it was actually Suzuki-mounted Don Emde who took the show spot behind winner Jody Nicholas and runnerup Art Baumann, both on Yamahas. We wish to give due credit to the young San Diego rider for a job well done.

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BARRELLIN' AT BALBOA

EUGENE, Ore., July 4 –Balboa Park, located west of Eugene, opened its motorcycle course over the holidays. Balboa, known for drag racing, now boasts a quarter-mile clay oval. The TT course uses the infield and the far turn of the oval.

Sportsman riders in excess of 90 turned out for the first event. George Francisco, no newcomer to racing, was the referee. Special features included a wheel walking contest, won by Ken Wellingham. One run down the adjacent drag strip was made by the Bob Cochran AA fuel dragster...an impressive sight at twilight.

Interesting Course

Balboa is a Class C TT course. From the starting line the first left eases into the infield to a decreasing radius 180. A short straight and the right hander is up, a dog leg, and then comes the jump. Next left and it's onto the high bank of the quarter-mile turn. Round that and down the chute to the finish line.

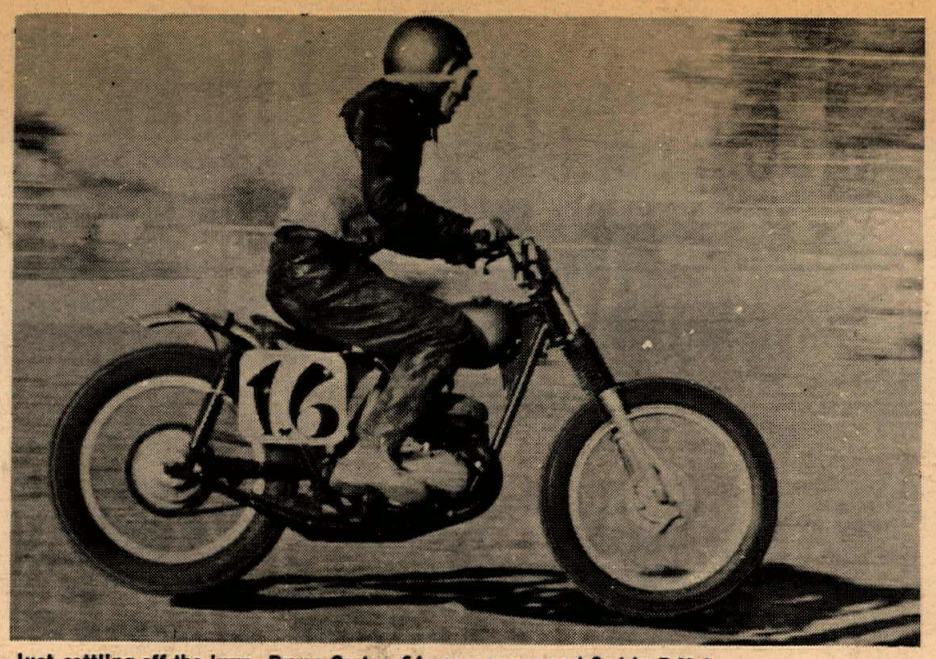
Ron Wymer was the first victim of the jump. He looped his Triumph and holed the gas tank, retiring him.

The entries showed a 63-year spread in ages. Tommy Francisco, age 11, took his heat race on a 175 Bridgestone. Tommy went on to win the Trophy Dash as well. Bryan Carter showed all those years don't always make a difference. Bryan, 64-years-young, showed he could get around right quick. He pulled second in the B Main behind John Watkins.

The girls got into the action as well. Mrs. Charles Cook collected the trophy in the Powder Puff moto-cross.

This number one event for Balboa will begin a calendar of events through the rest of the season. For riders and spectators alike it will be a great course. No mistake, it is a TT and to get around quickly is really a challenge.

(Results appeared last week)



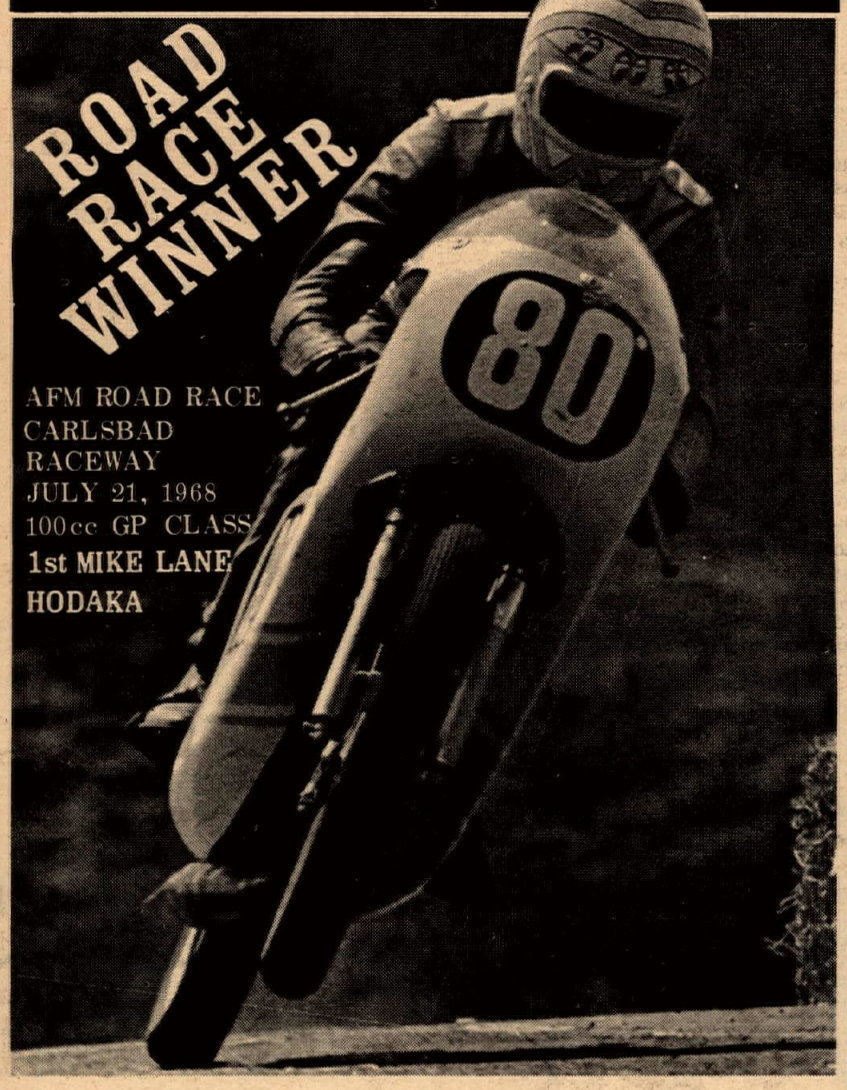
Just settling off the jump, Bryan Carter, 64 years young and 2nd in B Main.

Balboa Park heat race riders eagerly line up for the start.

Story and Photos by Bob Robinson

HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA

Choice of Champions
HODAKA



JACKRABBITS M.C. EUROPEAN SCRAMBLES–JULY 21, 1968
TRAILBIKE AM./EX. CLASS
1st JACK MORGAN – HODAKA
2nd ERIC JENSEN – HODAKA
4th FRANK MORGAN – HODAKA
5th TERRY CLASK – HODAKA
6th ROB ROBBS – HODAKA
TRAILBIKE NOVICE CLASS
1st ROGER PETERS – HODAKA

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FAST SHOW AT BALBOA PARK

Photo by Dwayne Studio

Eleven-year-old #11b Tommy Francisco (Bridgestone) leads Honda-mounted Leroy Schmidt (11v) coming out the turn one switchback.

EUGENE, Ore., July 11 – The weather was threatening all night, but managed to hold off long enough to let the entire sportsman racing program finish in near-record time. Because of the weather the rider turnout at Balboa Park was slim, though twenty-six men and machines did show up.

The first 100cc heat found Jake Jones of Reedsport holding off the rest of the pack to post the win and qualify for the Trophy Dash. Second heat winner, Randy Scott of Corvallis, returned to take the 100cc Dash, defeating Jones in the process.

Young and Eager

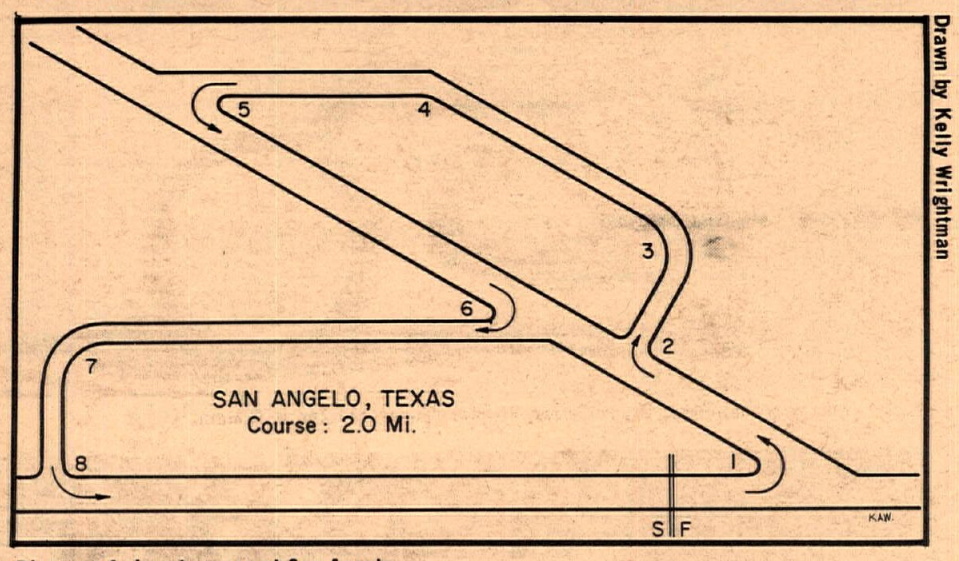
The 200cc class comprised of only 4 riders and in the heat race it was all 11-year-old Tommy Francisco, as he got the lead at the flag and never looked back. The Trophy Dash, however, was a different story. Tommy was a little slow off the starting line and 16-year-old Randy Scott came on strong to collect the gold. Francisco came back strong in the Main Event, though, to win over second place Mike Watkins in a fairly routine race.

The first heat in the 250cc class was taken by Leroy Schmidt, while the second heat went to Jerry DeWitt. Trophy Dash winner was Butch Spinney. Randy Scott won the B Main but forfeited his trophy and thus Jake Jones was declared the winner. The 250 A Main was the race of the evening as Scott got out last at the drop of the flag and fought his way through traffic to eventually battle Leroy Schmidt for the lead, grabbing it one lap from the finish and holding on for an exciting win.

Wheel-walking champ was Larry Bessey from Los Angeles, who defeated Jake Jones to take home the three-foot trophy. The Sweepstakes race went to Leroy Schmidt with Tommy Francisco in second. Sportsman racing continues every Thursday at Eugene's Balboa Park.

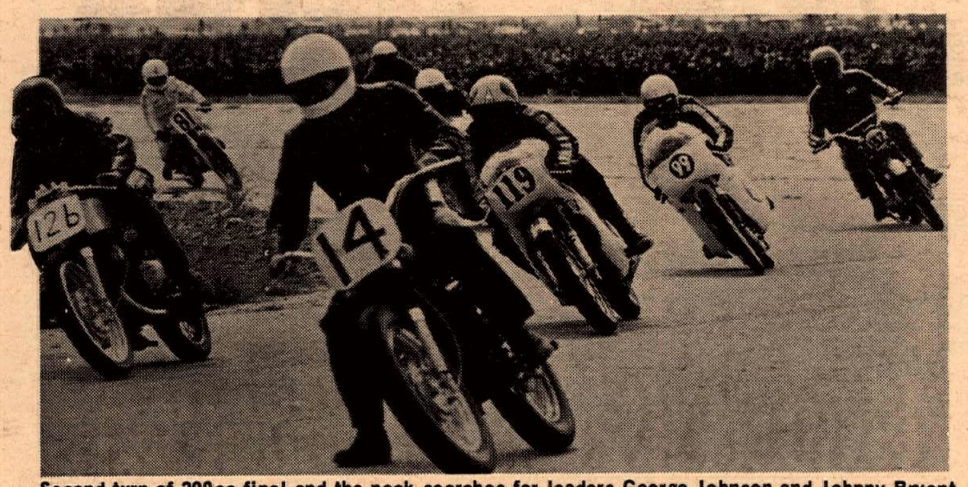
(Results on page 16)

NATIONAL NUMBERS IN WEST TEXAS

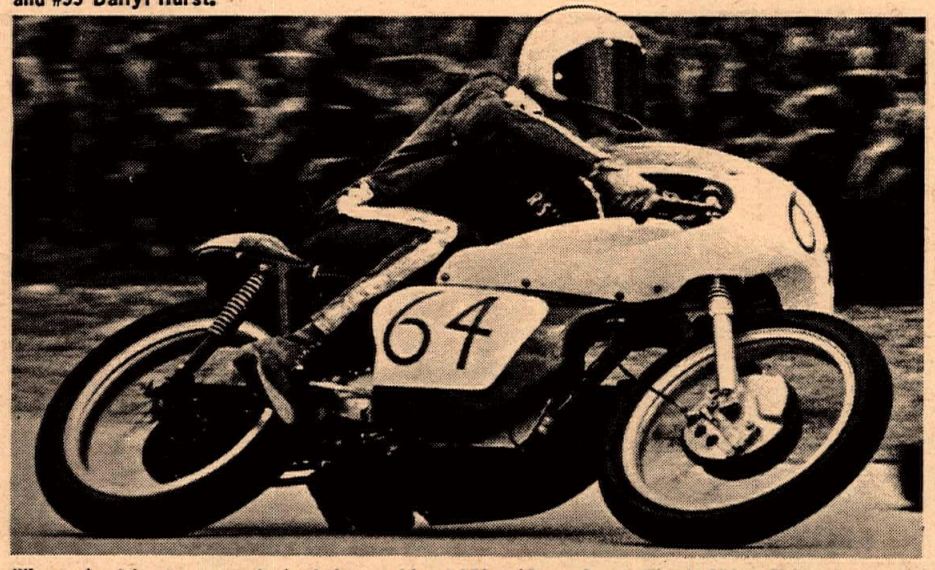


Drawn by Kelly Wrightman

Diagram of airport course at San Angelo.



Second turn of 200cc final and the pack searches for leaders George Johnson and Johnny Bryant. Included are #126 Butch Nelson, #81 Danny Forke, #14 Butch Stubblefield, #119 David Watkins and #99 Darryl Hurst.



Winner (and leader every lap) of the combined 250cc/Open Grand Final, 650cc Triumph mounted Rusty Bradley leans it way over in the turn.

Story and Photos by John Blanton

SAN ANGELO, Tex., July 7 – The old airport course at San Angelo is about the last place one would expect to see such National figures as Walt Fulton, Art Baumann and Don Hollingsworth, but here they were, scratching for traction among the weeds with the rest. Fresh from his victory at Heidelberg just two weeks previous, Fulton had a factory KRTT for the race. Twenty Texas Harley dealers had paid $20 each so that Fulton could made the appearance and squelch the Triumph domination of the Open Class at the hands of Rusty Bradley. Hollingsworth had a one-off looking Sprint, and Baumann's mount bore a remarkable resemblance to the Jody Nicholas 250 Yamaha, which had won at Orange County, California the week before. Certainly this day would see something new at the old course.

In the Production Class perseverance finally paid off for Bennie Campbell and his 500cc Suzuki as he ended a losing streak that had lasted since April. Rusty Bradley (350 Yamaha) was determined to spoil Bennie's day, but the wild man from San Antonio was in top form, and Rusty's all-out effort to pass him on the last turn of the race almost came to grief as the Yamaha executed some spectacular maneuvers at seventy miles per hour. Rusty righted the bike without using any leather, but his last chance for victory had vanished down the long straight. Jimmy Foster's 350 Yamaha was third.

Running in the same event, Richard Long from San Marocs scored his first road racing victory as his 160 Honda led every lap in the 200cc Production class over John Walker's 175 Honda and Jim Schwantz (180 Yamaha). Chris Cook (250 Ducati) just barely kept his dignity intact by nipping Richard at the line. As the only 250 entered, he took those honors.

The 100cc heat race was a parade of Johnny Bryant, Darryl Hurst, Willard Kelley and Keith Jenkins, all on streamlined, 100cc Yamahas, except Jenkins, who was on an unfaired Bridgestone. The maize growing in the infield was up to chest-high by race day, and the fast combination of turns seven and eight was completely blind, but still the little bikes came through banked over to the limit, using up all of the pavement and taking the two turns as one, the ground shaking under their tread.

Off the Yamaha and onto a 175 Honda, Johnny Bryant tried to second his 100cc win with one in the 200cc heat, but in the last two laps of the eight-lap chase his engine lost a bit of its tune, and George Johnson (180 Yamaha) eased by. For the last six laps John Moyer pressured David Watkins, but he could never take third from Dave. Both were on 175 Bultacos, John's being the ex-Mike Kidd mount.

Don Hollingsworth's Sprint failed to make an appearance in the combined 250cc/Open heat and in any other outing at the race, for that matter, but Walt Fulton and Art Baumann were fully ready to test the measure of these local boys. The flag came down, and the pack rounded the first bend and disappeared behind the maize, the laboring of engines and occasional glimpses of helmets above the green stalks telling of the epic tussle.

Then – back into view at turn seven – first Bradley on the 650 Dalio Triumph, second Fulton on the KR, then Mike Cone on the 250 Yamaha, Virgil Davenport (650 Triumph), Leroy Ferry (750 Norton) and Ron Pierce (250 Yamaha). You see! It does help to know the course.

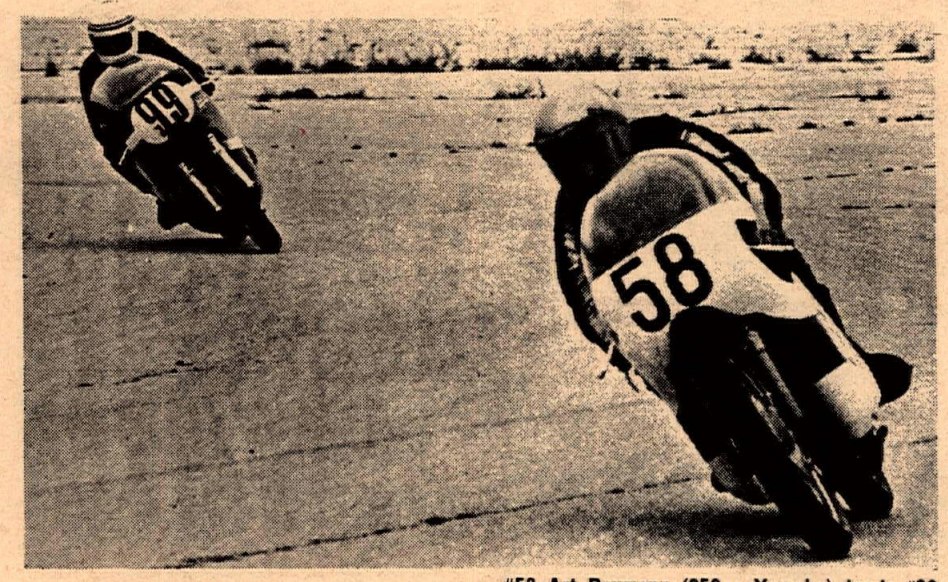
But Fulton's Harley was faltering (it seemed to be overgeared for the course), and it dropped out after two laps. Then Baumann eased Mike Cone out of second place, and they finished that way, with Larry Beall bringing up fourth on a high-bar Yamaha.

In the 200cc final Johnny Bryant's Honda once again began to go rough toward the last, but, after taking the lead in the second turn of the race, he had built up such a wide lead that George Johnson could not manage to disturb him. Johnson managed to get some distrubance for himself, however, on the part of David Watkins, who snatched second for two laps toward the end. John Moyer was fourth behind Watkins.

The first lap of the 250cc final saw a grinning Ron Pierce in the lead, but Art Baumann finished the remaining eight laps out front. When David Townsley (250 Yamaha) dropped out in the fourth lap, Mike Cone came up to fourth place on a rather sluggish Yamaha behind Larry Beall.

Once again, Rusty Bradley led every lap of the combined 250cc/Open Grand Final. For a while it looked as though Fulton would give him some competition, but Walt was not pressing the issue very strongly as he eased the KR through the turns with pavement to spare. Then Baumann's Yamaha passed Walt in the seventh lap, and the chase was on. Whereas he had previously been leaving untouched five feet of good concrete on the outside as he exited turn number six, now Walt's wheels lifted little puffs of dust as they brushed the verge. But Baumann would not be passed this day, and Walt had to settle for third, ahead of Leroy Ferry.

(Results on page 16)



#58 Art Baumann (250cc Yamaha) leads #99 Walt Fulton (750cc H-D) through turn 6 in Open Grand Final.

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FIFTH BIG BEAR SCENIC TOUR

Story by Fred Robbins

BIG BEAR, Cal., July 5-6 – For the fifth year straight, the friendly people of Big Bear welcomed the Toppers Motorcycle Club of Fontana and over 500 riders on the annual Scenic Tour to Big Bear.

It was raining cats and dogs Friday, when some of the riders rolled into Good Luck Campground near Fawnskin on the north shore of the Lake. Luckily, my partner and I waited until Saturday morning to ride up the hill. Even with the threatening skies, 480 riders signed in before the 2:00 p.m. deadline July 6. The Toppers did their bit to improve the image of motorcycling by awarding a trophy to the residents of the best appearing campsites. The best club campsite trophy was snagged by a new club, the "Outriders." The Gardners, Tiny and Emma, won best family site.

Toppers President Bob Decker handed out trophies in the rain Saturday night. Bob's beard fitted in nicely with "Old Miners Days" celebration.

Dinner included stew, beans, cole slaw; a weiner roast came later.

The Ace of Clubs Drill Team staged another of their thrilling performances, followed by judging of the best dressed club, family, and couple. Following a meal at Meadow Park on the south shore of the Lake, came the presentation of some of the many trophies. However, it was cut short by more rain, and finished Sunday morning.

Saturday night, the rain kept most riders unusually quiet. A break in the weather late at night brought some of us out of our tents to watch the broken skies, kill another pot of coffee, and tell a few campfire stories. But soon the rain took over again, and it was ZZZ time for sure.

Photos by George Hays

A pair of youngsters on a trail bike competing in the Ring Toss. Passengers tried to throw metal hoops around pop bottles.

After a good breakfast Sunday morning, many riders fearing more rain, left for home, only to run right into it on the way down the hill.

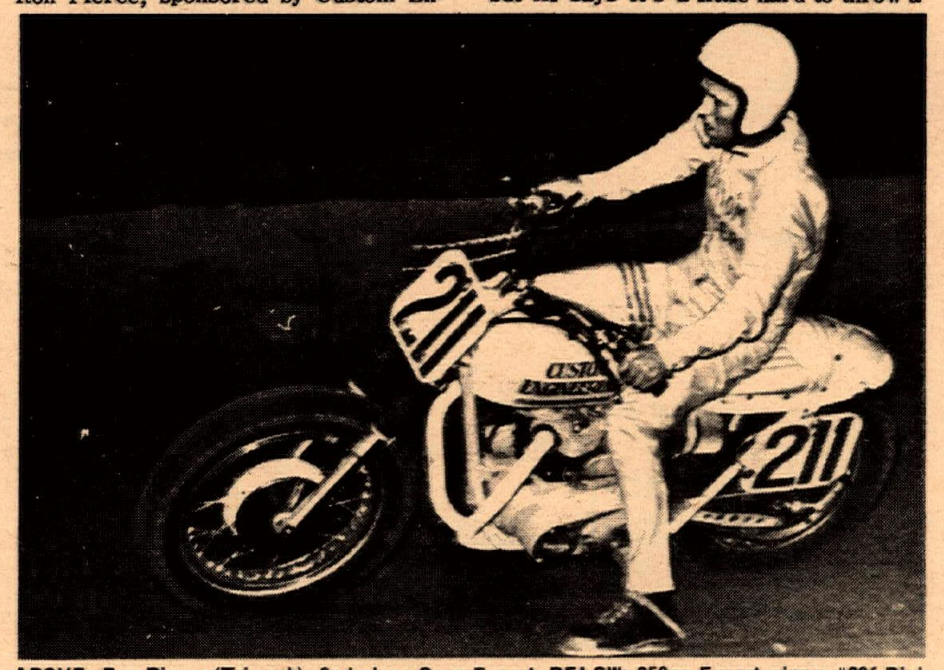
One of the most well-organized field events I've seen in a long time was held Sunday at Meadow Park. Forty trophies were awarded to riders and passengers in four different classes. The total points system was used, which guarantees an even distribution of trophies. Events for the riders included a slow race, an obstacle course, and the good old plank ride. Passengers competed in the ring toss, and weiner bite contests. When it was all over, forty different people rode down the hill with field event gold.

Next year be on hand for the 6th Annual Big Bear Scenic Tour. See you then.

SPROCKETS SCRAMBLES

Story by Ernie Winslow
Photos by Jack Light

BAKERSFIELD, Cal., July 13 – Saturday night the Open Experts provided one of the finest programs seen at Sprockets Park in many a season. The Bakersfield fans witnessed three potent Triumphs parade across the finish line with Butch Turner, out of Wilson Triumph of Fresno, in his familiar position – first place. Ron Pierce, sponsored by Custom Engineering, rode a very smooth race to beat Lannie Mays of Fresno for second. The trophy winners in the Open Novice were also Triumph-mounted with Lynn Campbell besting Allen Basden for first place gold. Basden turned in a surprisingly good ride as this was the first time in over a year that he's even laid eyes on a bike. It seems all the sand in Saudi Arabia would make for fine racing but Al says it's a little hard to throw a camel into a full lock slide. Basen has been overseas for the past few years looking for that black gold but still likes the kind you find on the seat of a motorcycle. Mike Keene and his ever-dependable Matchless copped Amateur honors to stave off a Triumph sweep of the Open events.



ABOVE: Ron Pierce (Triumph), 2nd place Open Expert. BELOW: 250cc Expert winner #20f Rick Blake (Suzuki) leads 3rd place Harvey Bakker (Bultaco).

Blake Hustles Winning Ride

Rick Blake showed up at the track with a set of Expert number plates under one arm and an eye out for a ride. He promptly jumped on a 250cc Suzuki and smoked the field. Rick can usually win on anything from a small bike to a big one except for the one he owns and tunes himself. (Rick, do you suppose there is a message there?)

Open Expert winner Butch Turner (Triumph).

Pete Willis, on the mend from a broken collarbone, returned to action on his Ducati and in fine style zapped the boys in the 350cc Novice go. Guy Smith and Ron Tobey were the top dogs in the 200cc Expert and Amateur affair. These two lads were mounted on 175cc Bridgestones as was Gil Robbins who won the Novice event in this class. The 250cc Novice went to Howard Howell of Paso Robles. Jeff Johnson (Royal Enfield) chased Howell's Yamaha to pick up second place.

Roseberrys Romp

The 125cc Experts were again plagued by the deadly duo of Joe and Frank Roseberry. This brother combo and their ultra-fast Kawasakis furnish some of the better racing in District 35 regardless of displacement. Art Carter and a very healthy Honda took the Novice class as Bultaco-powered Fred Gregry of Visalia was number one Amateur.

The 250 Amateurs staged their usual crash-bang affair with Stan Mills slipping by Max Carpenter for a well-deserved win.

(Results on page 16)

MEET THE DEALER

By Elsmar Salley

Probably the youngest and fastest growing business in Anchorage, Alaska, is a motorcycle sales and service shop that was opened about six weeks ago by a young man who is used to running at the head of the pack. He is Mike "Squeeks" O'Connor, about whom other motorcycle racing enthusiasts say, "He never entered a race without winning something."

Mike has the Anchorage franchise for the Kawasaki line. If his first rush of business is any indication, he'll be as good at selling cycles as he is racing them.

"I had hoped to sell maybe three or four Kawasakis a month until I got established," he said. "I thought my primary business would be in repair." Then he added, proudly, "I sold 15 in the first six weeks."

Mike O'Connor
Trophy Winner Turned Dealer

Mike looks more like a friendly boy-next-door than a self-employed business man. His slight, wiry body looks deceptively thin until you notice the ripple of muscles – muscles earned by hard work and years of wrestling cycles. One lock of his light brown hair keeps falling into his eye and his nose is well sprinkled with freckles. His friendly, almost shy manner is a refreshing change from the traditional hard sell entrepreneur. He is a dealer with whom the younger cyclists can identify.

This trend is already apparent. Mike says that most of his customers – both the buyers and the lookers – are in the 15 to 24 age group.

He advertises by taking his Kawasaki cycles where the action is and then winning the trophies. In the first event of the 1968 season, an English Trials with nine traps, he entered the only Kawasaki and won the first place trophy.

He has had years of experience in riding and racing. He inherited his love of cycling from his dad who first put Mike on the buddy seat when he was four years old. He soloed at eight on a big Triumph and owned his first machine when he was 13. He paid half from a paper route and his dad paid the remainder. He has rarely been without one since.

He left his home in Pocatello, Idaho, and came to Anchorage by the same route that has brought many new Alaska residents – the military service. After spending 28 months at Elmendorf Air Force Base, he was sent to North Dakota. Unusual shifts in his military job as a fireman allowed him to hold part-time jobs as a cycle mechanic.

As soon as he completed his military commitment, he returned to Alaska and went to work as a mechanic. He continued to race until he began saving for his own business. In 1966, he finished second in the Northwest Championship races held in Boise, Idaho. In 1964 and 1966, he won the Alaska State Championship. He was "outside" in 1965 and the 1967 races were cancelled because of a severe flood in Fairbanks, where they were to have been held. When they are held and he enters, he wins. Since 1957, he has won 162 trophies.

Will he enter any of the big races this year? "It's doubtful," he said, "because I'm putting every cent I make here at the Kawasaki Cycle Cache back into the business." Unlike many budding businessmen, Mike did not keep working for the other man until his own fledgling business became well established. In fact, he has one full-time mechanic of his own.

"I knew there was a good chance we would not make a great deal of money for a while, but I felt I could help it grow faster if I gave it all of my energy and attention rather than just what was left over from another job. Besides," he grinned, "my wife works, so if things got real tough we could live on her salary."

The way things look now, she will probably soon join him in running the family business.

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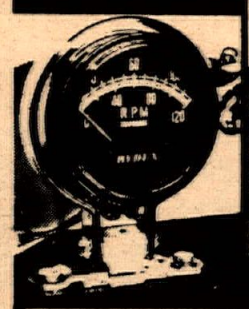

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1967 B.M.W. R60

6000 miles, touring tank & seat, fairing. Call (408) 385-5591 or see at Shields Tractor Co., King City, Calif. Price: $1195.00.

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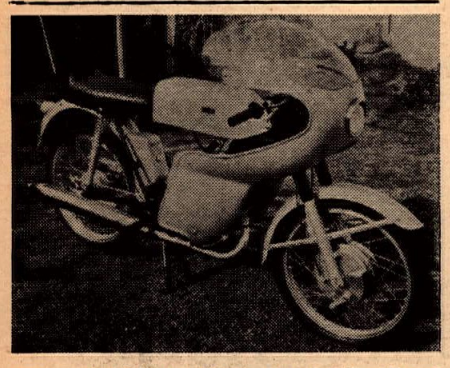

NEW ZUNDAPP 100cc, Production Road Racers. Racers with screen and fairing, under 100 lbs. Omega Duplex frame, fiberglass trim, in crates $325.00. Trade for pickup. Al Glazer, 6221 Commodore Sloat Drive, Los Angeles, Cal. 90048. (213) 939-9479.

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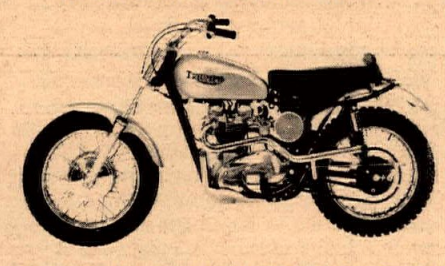

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'66 VICTOR Ceriani front end, scrambles or desert, x-tras $600. (213) 839-0021.

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175cc GUAZZONI Moto-Cross, excellent condition $175. Call Dave (213) 767-7912.

FOUND: In the Red Rock area, a Bandolier of crayons with the initials "D.W." on it. (In answer to want ad of Aug. 8th – I hope this doesn't develop into another "cherry" slinger.)

'66 BULTACO Matador 250cc, '68 tags, very clean $475 firm. (213) 676-0268.

DUCATI 250 desert ready, knobbys. Will trade for Bultaco 250 or sell at $350.00. Call after 6:00 p.m. (213) 839-3079.

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1963 HARLEY-DAVIDSON Sprint 250cc. Dirt and street equipment. Very good $275.00. (213) 325-5974 after 5 p.m.

BAILEY SWEEPS TROJAN TT

By Mike Capalite

SOUTH GATE, Cal., July 11 – Gary Bailey again topped the TT races Thursday night at the Trojan Raceway oval, and it appears that the Southern California hotshoes in the 100cc and 250cc classes are shying away from running against him to keep from being beaten. This is not true of all of them, though, as both Frank and Jack Morgan were out giving him battle. The results might not look impressive, but it is only because of a spill in the semi in which Frank took a spectacular endo and Jack, who happened to be right behind him, went out also.

Opposition Coming Up

I look for the Morgans to become formidable opponents as soon as they get a few more races on this tricky little track, and they will be up there with Dale Hopkins, who started the season out as an also-ran and quickly worked his way up to second place in the point standings. Another adversary who has been giving Gary a hard time is Bryan Spinks (Yamaha) who beat him in the Trophy Dash. The 100cc Main was Gary's revenge as he took the win, Hodaka-mounted, over Bryan with Troy McKee (Hodaka) in third and Jack Morgan (Hodaka) fourth. David Ham (Bridgestone) finished in the fifth slot. Larry Heinselman (Hodaka) and Jimmy Raymond (Suzuki) had a good battle going until they both crashed at the jump.

Bailey Bluffs Formby

Gary had it fairly easy in the 250cc Main on his Nicholson-sponsored Greeves. He followed Jerry Formby (Yamaha) around in second slot for a few laps, then going over the jump on the outside, he poured the coals to it like he was going to get Jerry on the outside, but suddenly laid on the binders and ducked inside as Jerry was suckered into drifting wide trying to block his advance. From then on it was a runaway as Bailey finished first, with Formby second. Third and fourth places went to Eddie Walker (Triumph) and Myrle Ham (H-D).

(Results on page 16)

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SCRAMBLIN AROUND

By Maureen Lee

Well, if the word hasn't already reached you we now have a new track in District 37! Personally, we're still so jazzed about the whole thing we haven't come down to earth yet. Some time ago we passed the word that the Huntington Beach Planning Council turned us down on the first round so an appeal was made to the City Council and last Tuesday was the day. Our side went to bat with District President Ron Sloan as lead spokesman with a carefully planned presentation of the facts in favor of having the combined track and riding school Presiding over Councilmembers Green, Mc Cracken, Kaufman and Bartlett was Mayor Coen, a gentleman who obviously hadn't pre-judged the motorcycle group by the old cliches and was willing to be open-minded about the whole thing. Applause broke out at one point when the Huntington Beach Chief of Police was asked about the weekend riders who trail around on land adjoining the track site. The Chief replied that there was never any trouble, his men just kept an eye open and that as far as he was concerned he was all for the track as motorcycling is a family sport, he and his family rode and the more supervised places there are the better. After that statement most of us dumped over board all the cliches we had about Chiefs of Police! The vote was unanimous in our favor.

Off and Running!

Grading will start in just a few days and the first race will probably be in early September with a lot of razzle dazzle planned for opening day. After all, this is in the City limits, not out in the boondocks somewhere. The track owners, Hope and Don England want to show Huntington Beach that they didn't make a mistake by allowing the track by providing excellent facilities. Spectators will be up on a raised level with a complete view of the circuit. There will be permanent washrooms with running water as well as the portable variety, grass (can you imagine, at a SCRAMBLES track!) a playground for the youngsters and flowering shrubs such as oleanders around the outside of the fences on the property line.

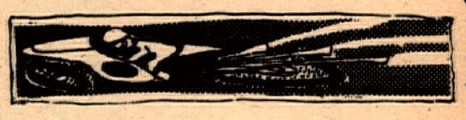
As just an idea, how about if our scrambles clubs would consider pitching in either as a club or as individuals by donating a shrub or some time in helping get this track off and running. Get in touch with me through this column if you wish to, because a lot of people have already donated a lot of time and effort to get this thing underway and it benefits everyone. It's always more fun to be a full participant in something worthwhile.

Right now the track layout will be the following. The turns will be at least 20 feet wide and the straightaway 15. The jump will be like the old Perris one, not like the Ascot style where you can't see if someone is down on the far side. It's about 5/8ths of a mile around, fast, and has a 600-foot straight (all right, Open Brigade, settle down and stop all that cheering!), and the starting area is neat. It'll be like Prado. Remember when we had all that lovely room to get sorted out in? It was rare to see a starting line crash there.

Rules Strict But Fair

Because this is a track in city limits the rules will be strict but not impossible to follow. Bakersfield has the same set-up and so will Huntington Beach Cycle Park. Spectators will be kept out of the pits with ample parking for riders and spectators, so you'll never have to drive around hopelessly looking for a place for your truck because fifteen guys in cars got into the pits ahead of you! Also, there will be no alcoholic beverages allowed and the District rule of having an untampered-with number on every racing machine will be strictly upheld! The track is cooperating voluntarily with the Police Department on this to insure that no stolen bikes will show up on the property. So you few who have been getting away with no numbers on your scooters had better not appear at the pit gate at Huntington! For any further info on the track, either for racing or attending the riding school the number is (213) TW 7-4458.

As one final and important note. On Opening Day will each club send two members who have competed that day to meet with Don England when the racing is over to discuss any necessary changes in the circuit or to make any suggestions as to how things can be made better? Hurry up Opening Day!



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ROAD RACES

SAN ANGELO, TEXAS – JULY 7, 1968
250cc FINAL
1st ART BAUMANN – YAMAHA
2nd RON PIERCE – YAMAHA
3rd LARRY BEALL – YAMAHA
4th MIKE CONE – YAMAHA
5th TERRY KIRALY – YAMAHA
OPEN FINAL
2nd ART BAUMANN – 250cc YAMAHA
Art defeated machines of 750cc to take second

AFM ROAD RACE – CARLSBAD RACEWAY
JULY 21, 1968
250cc GP CLASS
1st MIKE LANE – YAMAHA
2nd JACK SIMMONS – YAMAHA
3rd DON EMDE – Suzuki
4th BRUCE TOZIER – YAMAHA
5th JOE HAMILTON – YAMAHA
6th BARRY PROVISOR – YAMAHA
7th FRED VILLOPOTO – YAMAHA
8th BUZZ BUZZELL – YAMAHA
9th RICHARD BROWER – YAMAHA
10th KELLY EVANS – YAMAHA
350cc PRODUCTION
1st MIKE LANE – YAMAHA

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MIRAMAR, CALIF. – JULY 21, 1968
100cc EXPERT CLASS
1st RAY VANDERPOOL – YAMAHA

TT SCRAMBLES

ELSINORE RACEWAY – JULY 13, 1968
100cc EXPERT CLASS
1st FRED EDWARDS – YAMAHA
250cc NOVICE CLASS
1st J. ARLEDGE – YAMAHA
SWEEPSTAKES
1st FRED EDWARDS – YAMAHA

DESERT

JACKRABBITS EUROPEAN SCRAMBLES
JULY 21, 1968
250cc AM./EX. CLASS
1st MIKE PATRICK – YAMAHA
250cc NOVICE CLASS
1st STAN STAATS – YAMAHA

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CYCLE NEWS

MFP 25¢
August 15, 1968

AMERICA'S ONLY MOTORCYCLE WEEKLY NEWSPAPER

How's this for a first-time effort on an Eso speedway machine? Looking spectacular but controlled, National Number 28 Jim Nicholson slid to fastest heat race time of the evening at Whiteman Stadium Class A short track event July 20, only to lose spark plug wire in "A" Main Event.

FEATURING: *Castle Rock TT National* *Ridge Runners Tire Club* *Big Bear Tour* *Balboa Park* *Road Racing in Texas* *Bakersfield Sprockets Scrambles* *Ascot Flattrack* *Speedway Racing from Whiteman*